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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, June 18, 1880.

The Trouble with the Coal Roads.

BONDED TO FULL CAPACITY WHICH IS DOUBLE WHAT THEY EARN OR ARE WORTH.

Since the collapse of the Philadelphia and Reading Coal and Iron Co., and with it that of the Philadelphia and Reading Railroad, its other self, we have stated that the distrust engendered thereby was affecting badly the value of the stocks of all the coal roads, because they are all in the same boat and in the same position, varying only in degree, but we have not explained what those conditions were. It is found in the caption of this article. The trouble with the Reading was mismanagement and speculation on the part of its managers, as we have shown, and hence its more disastrous and speedy fall; but it is like all the other companies, except in degree, in the fundamental

trouble with all the coal roads, namely, they are capitalized and most of them bonded even to their full capacity to earn returns while their capacity is nearly if not twice the ability of the country to consume anthracite coal.

To show this, we refer our readers to our bond tables and stock and mileage lists of these roads for a verification of our statement, and then they will be able to judge for themselves if our statement of the causes of their troubles is correct, and ergo our conclusions therefrom correct also. From these any one will be able to judge of the present and prospective value of their several securities. From the tables referred to, made up from the last report of the Philadelphia and Reading Railroad and Philadelphia and Reading Coal and Iron Co., we find—

Bonded debt of the road.....	\$67,000,000
Floating debt of the road.....	11,500,000
Coal and Iron Co. bonds guaranteed by the Railroad.....	14,767,500
Total bonded and floating debt.....	\$93,267,500
Capital stock of road.....	34,278,000
Total, less stock of Coal and Iron Co. held by Railroad but worthless, beside some \$17,000,000 of its unissued bonds.....	\$127,545,500
Annual interest on same, less \$17,000,000 Coal and Iron bonds.....	\$8,300,000
Annual net earnings, including unpaid indebtedness Coal and Iron Co.....	6,300,000
Annual net earnings, excluding loss of Coal and Iron Co. annually.....	2,150,000
Annual net earnings received by Railroad.....	\$4,150,000

Thus it will be seen that the chief coal road in the past most favorable year in ten, only earned half its interest on its bonded debt, leaving out of all account \$17,000,000 of Coal and Iron Co.'s bonds held by the road for money advanced on which it has never received interest, which would add \$1,190,000 to the \$4,150,000 deficit on the interest on the cost of the property of the two companies, or a total deficit of \$5,340,000 against \$4,150,000 earned.

As to the value of the property bonded for these amounts, the showing is no better. The

Reading has 98 miles of main line and 228 of branches, with 763 miles of second track and siding, which is valued as follows: Railroad and realty, \$30,513,089; 416 engines and rolling stock, \$9,355,442—total value of road and equipment, \$39,868,531. The same report gives its total assets at \$68,859,752, leaving the difference to cover the Coal and Iron Company's property and equipment owned by Road, represented in its \$17,000,000 bonds and Coal and Iron Co.'s stock, which is worthless and other securities pledged as collateral for floating debt, \$28,981,201.

Should the plan proposed be adopted and the General Mortgage Sinking Fund for \$60,000,000 of which \$20,000,000 are outstanding, be foreclosed and wipe out all the Coal and Iron Co.'s indebtedness, leaving the holders of the latter company's bonds to take back the lands for which they were given and the improvements therewith, the property of the road would then simply be the roadbed, equipment and real estate valued in report at \$40,000,000 in round numbers as lately stated by us against debts of \$138,000,009 which would be reduced by foreclosure and riddance of the outstanding Coal and Iron Co.'s bonds, \$15,000,000 in round numbers, to \$113,000,000 for which the Philadelphia and Reading would still be originally liable with \$40,000,000 at their own valuation to pay it. Of course foreclosure would wipe out \$34,000,000 stock which would reduce the indebtedness to be paid out of the \$40,000,000, to \$79,000,000, which bears out our proposition in the caption of this article that some of these roads are bonded for double their value. Outside these the leases and guarantees of Reading are for millions more of obligations.

The Reading is of course the worst illustration of the condition of the coal roads since the Central of New Jersey was reorganized. But an examination of our tables will show that the other Coal roads are not in so much better condition in this respect except Central

of New Jersey which has been reorganized. It will thus be seen how much these stocks are worth hereafter as investment securities. Taking them next in order of importance as coal miners and carriers, for that is what is understood now by coal roads, one can see what is their financial condition in the order above indicated.

Lehigh Valley's bonded debt is per same authority \$25,000,000; stock, \$27,228,000; value of road, \$14,647,000; rolling stock, \$8,282,000. Main Line, 101 miles; Branch Line, 192 miles; second track and sidings, 346 miles; 235 engines; gross earnings, \$5,532,000; net earnings, \$3,075,000, of which \$1,575,000 goes for interest, leaving \$1,500,000 for dividends on \$27,000,000 stock and bonds issued in excess of \$25,000,000 and to pay guarantees and leases. This road makes a better showing from the fact that it is less a coal miner and more a coal carrier than the others, and yet the company's own valuation of this whole property is only \$22,784,000 or less than either their bonded debt, \$25,000,000, or stock of \$27,000,000. Hence this conservatively and well managed road by comparison is capitalized for thrice the values of its property though it appears somehow to earn fair interest on this more than double capitalization.

Delaware, Lackawanna and Western's bonded debt is \$5,888,100 on 115 miles main line, 92 of branches and 223 of double track and siding; stock, \$26,200,000; gross earnings, \$3,699,000; net, \$2,320,000; Value of road \$30,000,000, and 150 engines.

But to this should properly be added the Morris and Essex Railroad leased, its bonds and stocks guaranteed. Stock, \$15,000,000; bonds, \$20,000,000; earnings, \$2,710,000; net earnings, \$78,000; road and rolling stock, \$30,000,000 on 84 miles main line, 36 miles branches, 205 of second track and sidings, with 111 engines. This gives a total of \$25,888,000 bonded debt, \$41,000,000 of stock, \$6,409,000 gross, and \$3,048,000 net earnings, for which the Delaware, Lackawanna and Western is holden for 7 per cent interest and guaranteed dividends for the amount of \$2,870,000, against total net earnings of \$3,048,000, leaving only \$78,000 for other leases, guarantees, and interest on floating debt of \$1,000,000 to \$2,000,000, which leaves no dividend and none in prospect for its own stock of \$26,000,000, now selling at 75 and 78, which at 7 per cent would require \$1,820,000 more. This road is therefore, on its own showing, which is of course favorable, over capitalized \$26,000,000 or earns \$1,820,000 less than interest.

Delaware and Hudson: Capital, \$20,000,000; its bonded debt, \$19,300,000. Capital of leased and owned lines, \$15,000,000; bonded debt, \$23,500,000; mileage of all, 953; engines, 131; value of roads, \$44,000,000 including canal; gross earnings exclusive of canal, \$3,500,000; net earnings exclusive of canal

\$1,340,000. The last statement of this company showed about \$600,000 loss on leased lines and on general balance sheet after failing to pay dividends on their \$20,000,000 capital which added would make \$2,000,000 short of making their interest, and shows a capitalization of nearly \$30,000,000 in excess of their earning capacity, even in such a phenomenally good year as last for the coal and iron trade.

Here then we have outside of Reading's leases on some of which it has defaulted so as to make a computation of its earned and paid liabilities thereon, too doubtful to embrace in this calculation:

Over capitalization on part of Reading more than.....	\$63,000,000
Over capitalization on part of Lehigh Valley more than.....	29,000,000
Over capitalization on part of Delaware, Lackawanna and Western more than.....	26,000,000
Over capitalization on part of Delaware and Hudson more than.....	30,000,000

Or a total for the four roads, excluding Jersey Central, of.....\$148,000,000

The condition of the debt of the Central of New Jersey is so changed by the reorganization that we are unable to give accurate figures in time for this issue, but doubt not it will furnish its proportionate quota to the above total.

CORRECTION.—We are satisfied that our information in our last issue relating to Morton, Bliss & Co. and a certain iron importing house in Pine Street was incorrect. The latter house have had no dealings with Mr. Lissberger, and Messrs. Morton, Bliss & Co. inform us they hold no indebtedness of the Pine Street firm. Our informant was one of the usually best reporters on the iron market, and as we had before tried him and not found him wanting we felt safe in publishing what we did in our last. But we most gladly make this correction in hopes of undoing all injury our former article may have done those named.

Baltimore and Delta Railway.

A mortgage to secure the issue of \$600,000 of bonds, with six per cent interest coupons, of the Baltimore and Delta Railway Company, to Henry V. Archer and John S. Gittings and their survivors, has been filed for record in the office of the clerk of the Superior Court, at Baltimore, Md. The money is to be used for the construction of the road, which will run from Baltimore to Delta, on the Pennsylvania line. The property, franchises, revenues, &c., of the railroad are conveyed in the mortgage as security. The bonds are payable in the year 1910, and there are the usual provisions for taking possession of the road on default in the interest, and for selling it on one year's default in payment of principal and interest after due notice.

Articles of incorporation of the Nevada and Oregon Railroad were filed at Reno on the 5th inst. The road runs from Aurora on the south to the Oregon line on the north. Reno will be its headquarters. Surveys will be made at once, and the work of construction pushed ahead. The directors are ex-Governor Woods, John T.

Davis, Mr. Moore, Mr. McMeachan, Colonel Ellis, T. Coffin, J. C. McTarnahan—the last three named being residents of Nevada.

Cincinnati, Hamilton and Dayton Railroad.

The income of this company for the years ending March 31, 1879 and 1880 was as follows:

	1879.	1880.
From passengers.....	\$328,041 02	\$383,442 41
" freight.....	505,161 52	448,429 83
" mails and express.....	21,284 88	21,185 44
" rents.....	22,820 90	22,303 61
" miscellaneous.....	29,908 06	74,962 95
	\$907,210 83	\$950,924 24

Expenses:	
Transportation.....	\$537,830 93
Taxes.....	36,706 64
Interest on bonds.....	191,450 00
General interest.....	26,640 62
	\$766,017 57

	\$767,801 60
--	--------------

	\$141,193 26
--	--------------

	\$192,822 64
--	--------------

Add net earnings from—

Cincinnati, Hamilton and Indianapolis

R. R.....	50,810 93
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Dayton & Michigan R. R.....	45,488 61
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Cincinnati, Richmond & Chicago R. R.....	12,356 75
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Total.....	\$301,478 93
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The income from operations of the Dayton and Michigan Railroad during the year was \$1,040,862 66; and the operating expenses were \$629,427 96, taxes \$42,693 86, interest on bonds \$190,995, general interest \$336 78, dividend on preferred stock \$96,900, and dividend on common stock \$35,021—total, \$995,374 05, showing a profit to C., H. and D. R. R. Co., lessors, of \$45,488 61.

The income from operations of the Cincinnati, Richmond and Chicago Railroad was \$214,556 66; and the operating expenses were \$155,124 91, taxes \$3,918 15, interest on bonds \$43,120, general interest \$36 85—total, \$202,199 91, showing a profit of \$12,356 75.

The income from operations of the Cincinnati, Hamilton and Indianapolis Railroad was \$372,773 04; and the expenses for operating were \$312,150 83, taxes \$9,811 28—total, \$321,962 11, showing a profit of \$50,810 93, applicable to payment of coupons due July 1, 1880.

The gross income from operations of all the roads was \$2,578,816 60, viz: from passengers \$837,335 75, freight \$1,493,977 48, mails \$32,993 21, express \$50,134 87, rents \$31,225 67, miscellaneous \$133,140 52; the operating expenses were \$1,610,167 76, taxes \$82,599 71, interest on bonds \$425,635, general interest \$27,014 20, dividends Dayton and Michigan R. R. Co., as above, \$131,921—total, \$2,277,837 67, showing a profit for the year of \$301,478 93; from which deduct dividend No. 36, C. H. & D. R. R. Co., \$122,500, leaving a surplus of \$178,978 93. The report says:

The net earnings of the C. H. & D. R. R., show an increase over last year of \$51,629 38. In addition to this there has been added 70 new freight cars at a cost of \$38,034 71, making the actual increase of net earnings \$84,664 09.

The Dayton and Michigan R. R. shows a net earning of \$45,488 61 as against a deficit of \$51,949 47 last year, making a net gain of \$97,438 08. In addition there has been added one first class passenger coach and 25 new freight cars, at a cost of \$14,000, which makes the actual gain \$111,438 08. This gain is attributable almost entirely to the increase in local business on the line of road caused by the general improvement in the country adjacent thereto. There has been expended

for real estate and permanent improvements at Lima and Toledo \$29,066 85.

The Cincinnati, Richmond and Chicago R. R. road shows a net profit of \$12,856 75 as against a loss of \$9,738 18 last year, making the actual net gain \$22,094 93.

The earnings of the Cincinnati, Hamilton and Indianapolis R. R. for the year show \$50,810 93 towards the payment of interest, which if paid on the \$1,800,000 of bonds—as contemplated in the future under the award of the arbitrators from January 1, 1880—would have left a deficiency of \$75,189 07. Fifty new box cars were added during the year at a cost of \$30,624 71, and charged operating expenses, which if taken out, would still leave a deficiency of \$44,564 36. There was also charged expense account \$27,328 18 for steel rails.

Since the last report the controversy between this company and the C. H. & D. R. R. in relation to endorsement of the bonds of the Cincinnati, Hamilton and Indianapolis R. R. Co. has been settled by arbitration, substantially in accordance with the proposition authorized by the stockholders of the C. H. & D. R. R. Co. at their annual meeting, June 10, 1879, and as fully set forth in the copy of the award of the arbitrators hereto annexed.

The 700 C. H. and I. bonds held by the company are in the Safe Deposit Company, subject to the conditions of the terms of the award of the arbitrators, awaiting the full execution of said award. No entries of this transaction have as yet been made in the accounts of the company. Up to the present time the holders of 1,336 out of the 1,800 bonds have accepted its terms, and the interest on such bonds, with all others assenting to said award will be paid on the 1st of July next.

The bills payable account as it appears on the Secretary and Treasurer's balance, shows as compared with March 31, 1879, a reduction of \$286,528 90, leaving a balance at the end of the year of \$13,185 48, not then due which has since been paid.

The company now owes no floating debt except \$28,078 48 on account of its guarantee of interest on the Cincinnati, Richmond and Fort Wayne R. R. bonds, now in controversy in the United States Court, as to the legality of the obligation of this company.

The working of the pool with the I. C. & L. has been satisfactory, and has resulted, substantially, as was expected when the pool was made. The amount of earnings for the year was \$44,429 27, as against \$26,277 84 last year, and apportioned as follows, viz:

	Passenger.	Freight.	Total.
Cin., H. & Day.	\$6,738 21	\$2,066 60	\$8,804 81
Cin., H. & Ind.	26,876 46	8,297 80	35,174 26
Cin., R. & Chi.	450 20		450 20
	\$34,064 87	\$10,364 40	\$44,429 27

The working of the pool between this company and the C. C. C. & I. Railway has been very satisfactory, and quite evenly divided, as during the three years and seven months of its existence, the actual excess is only \$2,982 56 paid by this company to the C. C. C. & I. R. R.

The amount received from this pool for the year was \$20,418 94, against \$16,208 25 paid out last year, making a gain to this company of \$36,617 19 viz:

Amount received on freight.....	\$51,103 59
Amount paid on passenger.....	30,689 65

Balance.....\$20,418 94

The average rate per ton per mile on all the liner was 1,310 cents, against 1,398 cents the previous year.

The average rate per passenger per mile was 2.202 cents against 2.198 cents last year.

Passenger trains earned per mile run 1.074 cents against 1.08 cents last year.

Freight trains earned 2.25 cents against 2.27 last year.

Payment of the outstanding first mortgage seven per cent bonds, amounting to \$1,242,000, maturing May 1, 1880, has been provided for by a sale, at par, of consolidated mortgage bonds having 26 years from October 1879 to run, and bearing interest at the rate of six per cent per year.

The directors are gratified upon being able to report to the stockholders the improved condition of this company. Its floating debt, which in 1877 amounted to nearly \$700,000, has all been paid off; the credit of the company, which was then exhausted, has been fully restored; the interest on the bonded debt has been reduced, and dividends upon the stock have been resumed with good promise of continuance, and all the affairs of the company are in a prosperous condition.

The following is a statement of engines and cars owned by C. H. & D. and connecting lines, April 1st, 1880:

	C.H.&D.	D.&M.	C.R.&C.	C.H.&I.	Tot.
Engines.....	34	29	3	16	82
Passenger cars 88	15	2	7		62
Mail cars.....	2	1	...	...	3
Baggage cars. 11	3	3	4		21
Box cars.....	340	883	89	323	1135
Stock cars... 24	87	22	44		177
Coal cars.... 75	100	19	24		218
Flat cars.... 189	186	38	86		449
Caboose cars. 10	12	1	8		31
Hand cars... 18	25	7	22		72
Truck cars... 24	26	6	15		71
Wrecking cars 3	1	..	1		5

CONDENSED BALANCE SHEET, March 31,

	1879.	1880.
Construction.....	\$3,827,078 37	\$3,827,078 37
Equipment.....	1,119,250 96	1,118,931 71
Real estate.....	371,543 40	372,193 40
Fuel and materials..	96,644 43	123,416 31
Iron rails account..	86,183 90	37,170 00
Wood lands.....	3,565 00	385 00
Bills receivable....	2,167 15	4,167 15
Stocks and bonds...	965,907 34	947,886 87
Due from P. O. Dept.	8,254 75	8,256 28
Due from R. R. Cos.	42,095 02	45,271 17
Due from individuals..	36,879 51	45,293 14
F. H. Short, trustee.	86,924 57	86,924 57
C. H. & Ft. W. R. R. Co.	149,912 72	158,500 18
D. & M. R. R. lessees	531,732 89	542,214 74
C. H. & I. R. R. Co.	917,856 40	867,045 47
Cash and cash assets	174,932 80	445,800 02
	\$8,370,879 21	\$8,630,544 38

Capital stock.....	\$3,500,000 00	\$3,500,000 00
1st Mortgage bonds.	1,245,000 00	1,242,000 00
2d Mortgage bonds.	494,000 00	494,000 00
Consol Mort. bonds		
7 per cent.....	996,000 00	997,000 00
Consol. Mort. bonds		
6 per cent.....		227,000 00
Surplus earnings....	1,534,793 81	1,650,605 09
Interest on bonds..	57,756 78	73,906 34
Dividends unclaimed.	381 00	865 00
Dividend No. 36.....		122,402 00
Due to R. R. Cos...	46,299 90	71,178 49
Due to individuals..	72,783 90	91,696 68
Dividend on D. & M. preferred stock...	24,431 00	24,431 00
Dividend on D. & M. common stock....	19,578 99	20,049 74
C. H. & C. R. R. lessees.....	9,000 00	21,356 97
Pay rolls.....	71,139 20	80,867 59
Bills payable.....	299,714 88	13,185 48
	\$8,370,879 21	\$8,630,544 38

President.—R. M. SHOEMAKER.

Vice President.—RUFUS KING.

Directors.—R. M. Shoemaker, Rufus King, Theodore Cook, J. N. Kinney, Henry Lewis, Preserved Smith, J. H. Rogers, L. B. Harrison, Martin Baro.

Secretary & Treasurer.—FREDERICK H. SHORT.

General Superintendent.—LEWIS WILLIAMS.

North River Railroad.

Samuel A. Strang, George W. Farlee, Theodore Houston, Conrad N. Jordan, Charles R. Flint, Jose F. Navarro, Charles J. Canda, Vincent P. Snyder, Robert Hyslop, William H. Carey and John W. Simpson, of New York, with Charles G. Hodge and Stephen A. Lathrop, of Passaic, N. J., are named as Directors of the North River Railway Company. The line will extend from a point near Fort Montgomery, Orange County, and on the line of the Jersey City and Albany Railroad to a point in the City of Albany. A branch will be constructed to some point in Schenectady, and another branch from near the Hudson River in Orange County to a point on the railroad of the New York, Ontario and Western Railway Company east of Wartsborough, in Sullivan County. The capital is placed at \$10,000,000, with power to increase.

St. Louis, Arkansas and Texas Railway.

Articles of association of the St. Louis, Arkansas and Texas Railway Company, of Missouri, were filed with the secretary of state in Missouri, June 4, capital \$500,000—incorporators, James D. Fish, Jesse Seligman and Edward F. Winslow, of New York; Charles W. Rogers, Alexander Douglas and Alexander Graydon, of St. Louis; John O'Day and Charles E. Harwood, of Springfield, Mo., and George A. Purdy, of Pierce City, Mo. Length of road about 35 miles, running from a point on the St. Louis and San Francisco Railway, in Barry County, to the southern boundary line of said county, dividing the States of Missouri and Arkansas, where it will form a connection with the Missouri, Arkansas and Texas Railway, of Arkansas, a railway which will be constructed from said point of intersection in a southwardly direction through the counties of Benton and Washington, in said State of Arkansas, to a point at or near Fayetteville, the object being to hereafter consolidate and merge said lines of railway and operate the same as one road and in one interest.

Two railways have been begun with a view to reach the Atlantic coast through Maine—the Megantic, starting from Sherbrooke, on the Grand Trunk, and the Levis and Kennebec, starting from Point Levis, opposite Quebec. It is stated that the Megantic Company has purchased the Bangor and Pittsfield road, with a view to connect its line with it at Moosehead Lake, thence via the European and North American road to the province of New Brunswick. The Levis and Kennebec proposes to follow up the St. Lawrence and the Du Loupe rivers, via the Kennebec River and the Forks, and thence to unite with the Maine railroads at north Anson, and thence to Wiscasset, or to the eastern provinces via the Maine Central and European and North American railroads, as the public interest may demand.

Among the principal orders received by Rieble Bros., for the week ending June 12th, is one for a number of Hopper Scales for a new Pacific Elevator, building in Brooklyn N. Y., the largest Elevator in the Country, several Furnace Charging Scales for the Lackawanna Iron and Coal Co., Scranton, Pa., also scales for the U. S. Mint, Phila. They are full of orders and the prospect ahead is good.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,500,000	J. & J.	July '80 24	Louisv. Cin. and Lex. 60	\$1,623,483	J. & J.	July '80 24	Ware River* 100	\$750,000	J. & J.	Jan. '80 24
Ashuelot. 100	210,000	quarterly	Oct. '79 14	Louisville & Nashville. 100	9,052,980	F. & A.	Feb. '80 3	Warren (N. J.) 100	1,800,000	A. & O.	Apr. '79 34
A. Ich. Pop. & Santa Fe. 100	10,409,300	quarterly	May '80 14	Louisv., N. Alb. & Ohi. 100	3,000,000	J. & D.	Feb. '79 3	Warwick Valley 100	225,000	J. & J.	Jan. '80 34
Atlanta and West Point. 100	1,232,200	J. & J.	July '79 4	Lowell and Andover 100	500,000	J. & J.	July '80 24	Westchester & Phil. pref. 100	821,300	J. & J.	Jan. '80 2
Atlantic and St. Law. 100	5,000,000	M. & S.	Mar. '80 3	Lowell and Lawrence 100	200,000	A. & O.	Apr. '78 24	West Jersey 100	1,559,750	F. & A.	Nov. '79 2
Augusta and Savannah. 100	1,022,900	J. & D.	June '79 24	Lykens Valley 100	600,000	F.M.A.N.	Feb. '79 24	Wilmington & Weldon. 100	1,455,200	J. & D.	Nov. '79 3
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '78 3	Manchester and Law. 100	1,000,000	M. & N.	May '80 5	Winchester & Potomac* 100	180,000	J. & J.	Jan. '79 3
Baltimore and Ohio. 100	14,216,800	M. & N.	May '80 4	Marietta & Cincinnati. 100	1,408,912	— & —	—	Winchester & Strasburg* 100	500,000	J. & J.	Jan. '80 3
" pref. 100	4,549,578	J. & J.	July '80 3	" 1st pref. 100	8,130,719	M. & S.	Sep. '80 34	Worcester and Nashua. 75	1,789,300	J. & J.	July '76 2
" 2d pref. 100	1,650,000	A. & O.	Apr. '80 5	" 2d pref. 100	4,460,388	M. & S.	Sep. '80 34	HORSE-POWER R. R.			
Washington Br. 100	600,000	quarterly	Apr. '80 14	Massachusetts 100	400,000	F. & A.	Feb. '80 1	Albany City 100	110,300	— & —	—
Berkshire 100	20,000,000	M. & N.	May '80 4	Memphis & Charleston* 25	5,312,728	J. & D.	Jan. '80 3	Baltimore City 25	1,000,000	J. & J.	July '80 3
Boston and Albany 100	1,237,600	— & —	—	Metropolitan Elevat. 100	6,500,000	quarterly	July '80 24	Balt., Cat. & El. Mills. 100	—	J. & J.	Jan. '80 3
Bos., Cin., F. & N. Bd. 100	1,750,100	—	—	Michigan Central 100	18,738,204	F. & A.	Feb. '80 4	Boston & Chelsea pref. 100	2,200,000	A. & O.	Apr. '79 2
" pref. 100	60,000	J. & D.	Apr. '80 24	Middlesex Central. 100	2,136,386	F. & A.	Feb. '80 3	Broadway (Brooklyn) 100	200,000	J.A.J.O.	Apr. '78 4
Agricultural Br. guar. 100	800,000	M. & N.	May '80 3	Mill Creek & Minehill* 60	333,375	J. & J.	Jan. '80 5	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J.A.J.O.	Apr. '79 24
Bost., Concord & Mont. 100	8,250,000	J. & J.	Jan. '80 2	M. Hill & Schuyl. Hav. 60	3,856,456	J. & J.	Jan. '80 24	Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apr. '79 3
Boston and Lowell 100	6,921,274	M. & N.	May '80 34	Mobile & Montgomery. 100	2,794,800	F. & A.	Feb. '80 24	Brooklyn City 100	2,000,000	F.M.A.N.	Aug. '79 4
Boston and Maine 100	4,000,000	M. & N.	May '80 4	Morris and Essex* 100	15,000,000	J. & J.	Jan. '80 34	Bushwick (Brooklyn) 100	309,000	J. & J.	July '71 34
Boston and Providence. 100	131,700	J. & J.	Jan. '80 34	Mt. Carbon & Pt. Carbon. 100	282,350	M. & N.	May '80 3	Cambridge 100	875,000	J.A.J.O.	Apr. '80 4
Attleborough Branch. 100	349,200	J. & J.	July '80 3	Nashua and Lowell 100	800,000	M. & N.	May '80 34	Con. Park, N. & E. Riv. 100	1,068,400	J. & J.	Jan. '79 3
Bost., Revere B. & Erie* 100	960,000	J. & D.	June '80 3	Nashua and Rochester. 100	1,305,800	A. & O.	Apr. '80 1	Citizens' (Phil.) 5	500,000	J. & J.	Jan. '78 3
Buffalo, N. Y. & Erie* 100	8,837,900	quarterly	Feb. '80 2	Nashville and Decatur. 100	1,529,000	J. & D.	Dec. '79 3	Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Burl. & Mo. Riv. in Neb. 100	8,377,400	quarterly	Apr. '80 34	Nash, Chat. & St. Louis. 100	6,675,256	A. & O.	Apr. '80 14	Coney Island & Rookl. 100	500,000	— & —	—
Camden and Atlantic. 50	377,400	quarterly	Apr. '80 34	Naugatuck 100	2,000,000	J. & J.	Jan. '80 6	Continental (Phila.) 100	180,000	J. & J.	July '80 5
" pref. 50	538,311	quarterly	Apr. '80 34	Nesquehoning Valley* 50	1,000,000	M. & S.	Mar. '80 34	O. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	May '79 2
Camden & Burl. Co. 100	381,925	J. & J.	Jan. '80 3	N. Castle & Beaver Val. 50	1,800,000	quarterly	Apr. '80 24	Eighth Avenue (N.Y.) 100	1,000,000	J. & J.	Jan. '79 6
Orpo May and Millville* 50	447,000	J. & D.	June '79 3	N. Haven & Northamp. 100	605,000	quarterly	Oct. '74 3	Elizabeth and Newark. 100	200,000	— & —	—
Catawba 50	1,159,800	Oct. '80	Oct. '79 14	New London Northern* 100	1,418,800	quarterly	Mar. '80 14	42nd St. & G. St. Ferry. 100	748,000	M. & N.	May '79 6
" pref. 50	2,300,000	M. & N.	May '80 34	N. York and Hudson R. 100	89,428,380	quarterly	July '80 2	Frankf. & Southw. (Ph.) 50	1,000,000	A. & O.	Jan. '80 4
" 2d pref. 50	1,000,000	M. & N.	May '80 34	New York and Harlem. 100	8,500,000	J. & J.	July '80 4	Germantown (Ph.) 50	1,000,000	J. & J.	July '71 3
Cayuga and Susq. 50	889,116	J. & N.	Jan. '80 4	" City Line. 100	1,600,000	annually	Apr. '80 3	Girard College (Ph.) 50	170,000	J. & J.	July '71 2
Cedar Rapids & Mo. R. 100	6,850,400	F.M.A.N.	May '80 1	New York & Long Br.* 100	2,000,000	—	Oct. '79 34	Grand St. and Newton. 100	500,000	J. & J.	July '71 2
" pref. 100	769,800	F. & A.	Feb. '80 34	New York Elevated. 100	6,500,000	quarterly	July '80 24	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Central of Georgia. 100	7,500,000	J. & D.	June '80 3	N. Y., Lake Erie & West. 100	77,101,700	—	—	Heston, Mantau & Fairm. 60	2,050,000	J. & J.	Jan. '76 14
Central of New Jersey. 100	18,583,200	quarterly	Apr. '74 24	" pref. 100	8,118,700	—	—	Highland 100	1,000,000	J. & J.	Jan. '80 4
Central Ohio* 50	2,425,000	J. & J.	Jan. '80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	Jan. '80 6	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '79 4
" pref. 50	400,000	J. & J.	Feb. '80 3	N. Y., F. & B. & Boston. 100	8,000,000	quarterly	May '80 2	Lynn and Boston 100	200,000	— & —	—
Central Pacific 100	54,275,000	—	—	Ning. Bridge & Canand. 100	4,000,000	J. & J.	Jan. '80 3	Malden and Melrose. 100	200,000	— & —	—
Chemung 100	880,000	J. & J.	Jan. '80 1	N. Carolina 100	4,000,000	M. & S.	Mar. '78 3	Metropolitan (Boston) 50	1,500,000	J. & J.	Jan. '80 4
Chemung, preferred 100	2,155,300	M. & S.	Mar. '80 3	N. Eastern (S.C.) pref. 100	96,000	M. & N.	Nov. '77 4	Middlesex (Boston) 100	400,000	M. & N.	May '80 34
Chicago and Alton 100	10,065,400	M. & S.	Mar. '80 34	N. Pennsylvania 50	4,821,150	quarterly	May '80 14	N. Y., Bay Ridge & Jam. 100	102,140	— & —	—
" pref. 100	2,425,400	M. & S.	Mar. '80 34	Northern Central 50	5,542,000	A. & O.	Apr. '78 3	Ninth Avenue (N. Y.) 100	797,220	— & —	—
Chicago, Burl. & Quincy. 100	21,004,456	M. & S.	Apr. '79 24	Northern N. Hampsh. 100	2,068,400	J. & D.	June '80 3	Orange and Newark 100	282,555	— & —	—
Ohl., Cin., Dub. & Minn. 100	6,156,000	A. & O.	Jan. '80 5	Northern New Jersey. 100	1,004,400	J. & J.	July '72 2	Peoples' (Phila.) 25	306,054	—	—
Chicago, Iowa & Nebras. 100	8,916,200	A. & O.	Apr. '80 3	Norwich and Worcester* 100	1,004,400	J. & J.	July '80 5	Philadelphia City 475,000	J. & J.	Jan. '80 6	
Ohl., Mil. and St. Paul. 100	15,404,261	A. & O.	Apr. '80 34	Ogdensh. & Champl. 100	3,077,000	J. & J.	July '76 2	Philadelphia and Darby 200,000	J. & J.	July '77 2	
" pref. 100	12,274,483	A. & O.	Apr. '80 34	" pref. 100	2,000,000	A. & O.	Apr. '78 4	Phila. and Grey's Ferry 284,775	J. & J.	Jan. '78 2	
Chicago & N. Western. 100	14,888,887	J. & D.	June '80 14	Ohio and Mississippi. 100	20,000,000	quarterly	—	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 2
" pref. 100	22,025,605	quarterly	June '80 14	" pref. 100	4,030,000	J. & D.	Mar. '78 34	Ridge Avenue (Ph.) 50	750,000	A. & O.	Apr. '80 14
Chicago, R. I. & Pacific. 100	20,980,000	quarterly	May '80 2	Old Colony 100	6,733,800	J. & J.	July '80 3	Second Avenue (N. Y.) 100	1,192,500	J.A.J.O.	Jan. '78 2
Cin., Ham. & Dayton. 100	3,500,000	A. & O.	Apr. '80 2	Oregon Railway & Nav. 100	4,435,000	quarterly	May '80 2	Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
Cin., Sand. & Olov. pref. 50	489,037	M. & N.	May '80 3	Oswego and Syracuse* 100	482,400	F. & A.	Feb. '80 14	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Clev., Col. Cin. & Ind. 100	14,981,800	F. & A.	Feb. '80 24	Panama 100	1,000,000	quarterly	May '80 4	Sixth Avenue (N. Y.) 100	750,000	M. & N.	Nov. '77 6
Cleveland & Mahoning* 50	2,057,569	M. & N.	Nov. '79 4	Paterson and Hudson* 100	632,000	J. & J.	Jan. '80 4	Jomerville (Boston) 100	113,000	M. & N.	May '80 3
Cleveland & Pittsburg* 50	11,236,150	quarterly	June '80 12	Paterson and Newark* 100	250,000	J. & J.	Jan. '80 4	South Boston 50	480,000	J. & J.	Jan. '80 3
Columbus and Xenia 50	1,786,200	J.S.D.	June '80 2	Paterson and Ramap. 100	248,000	J. & J.	Jan. '80 4	Third Avenue (N. Y.) 100	2,000,000	F.M.A.N.	May '79 4
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '80 4	Pemb. & Hightstown* 50	342,150	J. & J.	July '78 3	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '80 4
Concord 100	1,500,000	M. & N.	May '80 5	Pennsylvania 60	68,870,200	M. & N.	May '80 3	23d street (N. Y.) 100	600,000	J. & J.	Jan. '79 4
Concord and Port. 100	350,000	J. & D.	Feb. '79 34	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '80 4	Union (Boston) 374,300	J. & J.	Jan. '80 5	
Conn. & Passump. Riv. 100	1,750,000	F. & A.	Feb. '80 14	Philadelphia and Erie* 60	6,004,300	J. & J.	Jan. '75 4	Union (Phila.) 50	400,000	J. & J.	Jan. '80 6
Connecticut River 100	2,100,000	J. & J.	July '80 3	" pref. 100	2,400,000	M. & J.	Jan. '75 4	West Philadelphia. 50	400,000	J. & J.	July '77 10
Cumberland Valley 50	1,292,950	J.A.J.O.	Apr. '80 24	Phil. Ger. & Norristwn* 60	1,626,250	J.J.S.D.	June '80 3	CANALS.			
" 1st pref. 50	241,900	A. & O.	Apr. '80 4	Philadelphia & Reading 100	32,726,375	quarterly	July '78 24	Chesapeake & Delaware 50	1,983,583	J. & D.	June '75 2
" 2d pref. 50	243,000	A. & O.	Apr. '80 4	" pref. 50	1,561,800	quarterly	July '78 24	Delaware Division 50	1,633,350	Mar. '80 27 1/2	—
Danbury and D. Crw. 50	600,000	quarterly	Mar. '78 14	Phila. and Trenton* 100	1,259,100	quarterly	Apr. '80 24	Delaware and Hudson. 100	20,000,000	F. & A.	Aug. '76 4
Dayton & Michigan* 50	2,401,528	A. & O.	Apr. '80 2	Phila., Wil. & Balt. 50	11,572,760	J. & J.	Jan. '80 4	Delaware and Raritan* 100	5,847,400	quarterly	Apr. '80 24
" pref. 50	1,211,256	quarterly	Apr. '80 2	Pittsb., Ft. W. & Chi. 100	19,714,285	quarterly	Apr. '80 14	Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sep. '77 14
Delaware 50	1,230,950	J. & J.	Jan. '80 3	" Special Imp. 100	5,504,300	quarterly	Apr. '80 14	Monongahela Navigat. 50	1,008,500	J. & J.	July '79 2
Del. & Bound Brook* 100	1,500,000	quarterly	July '78 24	Pittsfield & N. Adams. 100	460,000	J. & J.	Jan. '80 2	Morris (consolidated) 100	1,025,000	F. & A.	Feb. '78 2
Del., Lackaw. & West. 100	20,200,000	quarterly	July '78 24	Portl., Saco & Portm. 100	1,600,000	J. & J.	Jan. '80 3	" (preferred) 100	1,175,000	F. & A.	Feb. '78 5
Detroit, Lans. & Nor. 100	1,874,000	annually	Feb. '80 34	Profile and Franconia. 100	2,000,000	J. & J.	Oct. '79 4	Pennsylvania 50	4,337,950	— & —	—
" pref. 100	2,508,306	F. & A.	Feb. '80 34	Providence and Worcester. 100	2,000,000	J. & J.	July '80 3	Schuyl. Nav. (common)* 50	1,908,207	annually	A. '79 70 c.
Dubuque & Sioux City* 100	5,000,000	A. & O.	Apr. '80 34	Republican Valley 100	853,000	quarterly	Feb. '80 2	" (pref.) 50	2,898,977	annually	A. '79 140 c.
East Pennsylvania* 50	1,200,200	J. & J.	Jan. '80 3	Rensselaer & Saratoga* 100	6,000,000	J. & J.	Jan. '80 4	MISCELLANEOUS.			
East Mahanoy 50	392,950	J. & J.	Jan. '80 3	Rhode Island & Mass. 100	175,575	J. & J.	Nov. '79 3	Adams Express 100	12,000,000	quarterly	June '80 2
East Tenn. Va. & Ga. 100	1,988,274	J. & J.	July '78 3	Richmond & Petersb. 100	1,008,000	J. & J.	July '79 2	American Express 100	18,000,000	J. & J.	July '80 2
Eastern (Mass.) 100	4,997,600										

Atchison, Top. & San. Fe: January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
1876.	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	235,793	204,447	2,486,588
1877.	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,892	335,678	246,778	2,679,106
1878.	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,593	340,932	3,950,868
1879.	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880.	473,500	444,000	668,000	692,000
Burlington, Cedar Rapids and Northern:													
1877.	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	129,554	1,249,880
1878.	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879.	117,362	97,277	111,924	100,132	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880.	184,316	165,170	188,325	141,652	149,504
Central Pacific:													
1876.	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,060,976
1878.	1,110,988	960,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,438,917	17,607,451
1879.	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,088,730
1880.	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000
Chicago and Alton:													
1876.	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1877.	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1878.	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,342
1879.	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1880.	343,737	307,361	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.	502,285	429,543	602,624	537,326	602,132
Chicago and Northwestern:													
1876.	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,				

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."					Marked (*) signifies "interest not paid."				
National Securities, June 1, 1900.					Maryland (continued):				
Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.
Loan of June 14, 1868.....registered	5	Jan. & July.	1874	101	State Loans (10-15 year) 1872 to 1878...	6	Jan. & July.	'85-'89	107
Loan of February 8, 1861.....registered	6	Jan. & July.	1880	101	Massachusetts—(\$31,869,430):				
Oregon War Bonds of March 2, 1861.....coupon	6	Jan. & July.	1881	103	Defenses and Bounty (1863) loans, gold.	5	Jan. & July.	1883	108
Loan of July 17, and Aug. 5, 1861.....registered	6	Jan. & July.	1881	103	Defenses and Bounty (1864) loans, stg.	5	May & Nov.	1894	108
Loan of March 8, 1863.....registered	6	Jan. & July.	1881	103	War Loan, (1869) stg.....	5	Jan. & July.	1889	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Troy & Greenfield R.R. bonds, '58 to '68.	5	"	'88-'93	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Troy & Green R.R. bonds, 1871 to '75.	5	April & Oct.	'91-'96	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Southern Verm. R.R. bonds, 1880, gold.	5	"	1890	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	B. & H. & Erie R.R. Loan, 1868 and 1869.	5	Jan. & July.	1890	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Back Bay Land bonds, 1861 and 1862...	5	May & Nov.	1890	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Harbor Improv. (5-20) bonds, 1874 & '76	5	Jan. & July.	'94-'96	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	State Institution bonds, 1874 to 1877 gld.	5	Various.	'94-'96	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Michigan—(\$826,000):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Two Million Loan bonds, 1863.....	6	Jan. and July.	1883	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	War Bounty Loan bonds, 1865.....	7	May & Nov.	1890	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Minnesota—(\$2,675,000):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	State Buildings Loan bonds, 1869 & 1873.	7	Jan. & July.	'79-'83	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Railroad (1868) Loans.....	7	June and Dec.	1887	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Missouri—(\$19,817,000):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	State Debt Proper, 1865 and 1866.....	6	Jan. & July.	1883	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Consolidation bonds, 1868.....	6	"	1888	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	State Institutions, etc. bonds, 1872 to '74	6	"	1892	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Funding Bonds, 1874.....	6	"	1894	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	R. newal (Act March 29, 1875).....	6	"	'93-'97	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Railroad Aid (1864-1866) Bonds.....	6	"	'80-'90	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Han. & St. Jo. R.R. Loans (& renewals).	6	"	'87-'96	107
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Nebraska—(\$549,267):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	State (Act Feb. 7, 1877) bonds.....	8	April & Oct.	1897	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Nevada—(\$540,000):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	State Bonds, 1871.....	10	Various.	'81-'82	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Territorial bonds, 1877.....	10	Mar. & Sept.	1897	108
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	New Hampshire—(\$3,573,550):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	War Loan Bonds, 1864.....	6	Jan. & July.	'84-'89	119
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Municipal Equalization bonds, 1872.....	6	"	'92-'05	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	State bonds, 1873.....	6	"	'79-'80	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	New Jersey—(\$2,076,300):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	War Loan (tax free) bonds, 1861-1863.....	6	Jan. & July.	'80-'95	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	War Loan (taxable) bonds, 1864.....	6	"	'97-'02	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Canal Stock (1872-75) registered.....	6	Jan. & July.	'83-'93	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Canal Stock (1874) registered.....	6	April & Oct.	1892	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	North Carolina—(\$24,098,845):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Refunded (Act Feb. 1879) bonds.....	4	"	1909	68
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Railroad & Improvement (old) bonds.	6	J. A. J. & O.	'79-'98	28
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Railroad & Improvement (new) bonds.	6	"	'71-'98	23
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Funding (new) bonds.....	6	"	'98-'00	23
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Special tax bonds.....	6	April & Oct.	'98-'99	34
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Ohio—(\$6,472,640):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Reg. (1860) Loans, pay. after Jan. '81.	6	Jan. & July.	1881	103
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Reg. (1866) Loans, pay. after Jan. '86.	6	"	1886	112
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Oregon—(\$317,491):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	War, Bounty and Canal bonds.....	7	Jan. & July.	'80-'84	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Pennsylvania—(\$23,268,350):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Registered bonds, 1877, tax free.....	5	Feb. & Aug.	1902	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Registered (15-25 year) bonds, tax free.	4	"	1904	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Con. & Reg. (1862) bonds, part 4, gold.	5	Jan. & July.	1882	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Registered stock (1867) Loan.....	6	Feb. & Aug.	'77-'92	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Registered stock (1867) Loan.....	6	"	'77-'92	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Rhode Island—(\$2,544,000):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	War Loan bonds, 1862 & 1863.....	6	Various.	'82-'83	112
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	War Loan bonds, 1863 and 1864.....	6	Various.	'93-'94	112
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	South Carolina—(\$.....):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* State House Stock (1856-61) gold.....	6	Jan. & July.	'77-'88	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* State House bonds (1853-54).....	6	"	'71-'80	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Funding bonds and stock (1866) gold.	6	"	'87-'97	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Blue Ridge R.R. bonds (1864) gold.....	6	"	'75-'77	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Funding bills receivable (1865) gold.....	6	April & Oct.	1888	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Funded Interest (1868) gold.....	6	"	1888	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Funded Bank bills (1863) gold.....	6	Jan. & July.	1888	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Conversion stock and bonds (1869) gold	6	"	'85-'90	40
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Land Commission bonds ('69-'79) gold	6	J. A. J. & O.	1868	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Fire Loan (1833) bonds, tg.....	6	"	1868	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Fire Loan Stock, 1833, gold.....	6	Jan. & July.	1889	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Relief (State Treasury) bonds, '869.....	6	"	1889	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Reduction Public Debt stock 1873.....	6	"	1883	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Consolidated stock, 1873.....	6	"	1893	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Consolidated stock, 1873.....	6	"	1893	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Railroad bond endorsements.....	var	Various.	var.	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Tennessee—(\$24,111,300):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Funding (new) bonds, 1873, coupon...	6	Jan. & July.	1914	29
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Funding (new) bonds, 1873, registered.	6	"	'75-'00	25
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Funding (new) bonds, 1872, registered	6	"	'75-'00	25
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Texas—(\$4,959,974):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Funded (1872) State Debt bonds.....	6	Various.	1891	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Frontier Defense, 1871, (20-40), gold...	7	Mar. & Sept.	1911	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Revenue Deficiency (gold) bonds, 1872.	7	Jan. & July.	1892	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Funded debt bonds, 1874, (gold).....	7	"	1904	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Veteran Pension (1874) bonds.....	10	"	1894	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Redemption bonds, 1876, gold.....	6	"	1906	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Vermont—(\$137,000):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	War Loan bonds, 1862.....	6	June & Dec.	1890	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Virginia—(\$52,072,047):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Old bonds (174 fundable), registered...	6	Jan. & July.	'80-'95	27
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Old bonds (174 fundable), coupon.....	6	"	1886	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Old bonds, not required to be refunded.	6	"	1905	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Consol. (coupon receivable for taxes) 1871.	6	"	1905	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Consols (act, 1871) registered.....	6	"	1906	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Consols (act, 1872).....	6	"	1906	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Consols (act, 1872).....	6	"	1906	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Interest (sterling) funded (act, 1871)...	6	"	1906	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Deferred Certificates, (W. Va.).....	15	Contingent.	8	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	* Interest unpaid to Sept. 30, 1878.....	6	"	8	116
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	Wisconsin—(\$.....):				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	None on market; all in trust funds...				
Loan of March 8, 1863.....coupon	6	Jan. & July.	1881	103	West Virgin. (See Virginia.)				

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	\$ 940,000	7	Jan. & July.	New York.	1886	....	1st Mort. guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1886	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Current bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'93	122
Receiver's Bonds.....	1,200,000	7	.....	"	....	....	Loan of 1875.....	2,000,000	7	Jan. & July.	"	1895	112
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	10,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1894	98
Alabama Central:							1st Mortgage (Equalization)....	300,000	7	"	"	1890	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1881	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	115	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	108	Sinking Fund Mortgage.....	202,000	6	Jan. and July.	Boston.	1889	....
3d Mortgage.....	253,000	7	May & Nov.	"	1881	....	Consol. Mortgage for \$2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
Albany Loan.....	933,000	6	"	"	1895	....	357,200	6	"	"	1890	....
Consol. M. (guar. by D. & H. Co.)	1,696,000	7	April & Oct.	"	1906	109	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	278,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	38
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	....
General Mortgage.....	4,300,000	7.3	Jan. & July.	New York.	1890	118	Mass. L. (sec'd by \$4,000,000 Ber.)	3,400,000	7	"	Boston.	1890	....
Special Mortgage to Penn.....	3,000,000	6	January.	Harrisburg.	....	....	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	103	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
Funding Income (traffic guar.)	6,986,900	7	"	Pittsburg.	1894	26	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	115
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1896	....
1st Mort. guar. by C., B. & Q.	358,000	7	Jan. & July.	New York.	1878	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1896	107
Andreocoggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)...	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ama.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1890	87
Ashtabula, Youngstown & Pitts.							Boston and Providence:						
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	Bonds to purchase P., W. & B.R.R.	500,000	7	Jan. and July.	Boston.	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	1,125,000	7	March & Sept.	Boston.	1908	108	2d Mort. sinking fund gold.....	2,350,000	7	"	"	1898	....
Atchison, Topeka and Sa. L. F.:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	117	General Mortgage.....	250,000	7	May & Nov.	Philadelphia.	1900	....
Land Grant Mortgage (gold)....	3,115,400	7	April & Oct.	Boston.	1900	113	Buffalo, Chat. L. and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar.	412,000	7	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Pottawatomie Land Grant.....	7	May & Nov.	N. Y. or Bos.	1879	....	....	Buffalo and Erie:						
Consol. Second Mort. (gold)....	3,600,000	7	April & Oct.	"	1903	119	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1892	....
Land Income bonds.....	480,000	8	Jan. & July.	Boston.	1883	107	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Atlanta and Charlotte Air Line.							Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	"	1898	118
1st Mortgage (registered).....	4,250,000	7	Jan. & July.	New York.	1907	90	Buffalo and Southwestern:						
Atlantic and Great Western:							Mortgage.....	1,500,000	6	.....	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N.Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,679	7	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1916	110
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	2d Mortgage for \$1,000,000....	546,500	10	"	"	1893	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mortgage.....	6,600,000	5	June & Dec.	New York.	1905	80
Atlantic and Lake Erie:							150,000	7	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000.	.....	7	Jan. & July.	New York.	1901	....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.)							Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1893	11
1st Mortgage for \$15,000,000....	5,470,000	7	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	.....	8	April & Oct.	N. Y. & Bos.	1879	....
2d Mort. to State (no int. till '90).	4,000,000	.....	.....	"	....	....	Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
Atlantic and Pacific:							Stock (common) Bonds.....	870,500	8	"	"	1889	....
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	1st Mortgage convertible.....	6,627,000	8	Jan. & July.	N. Y. & Bos.	1894	....
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6	Jan. & July.	"	1888	....	Bonds convertible until 1887..	370,000	8	"	Boston.	1883	....
1st Mort. (Central Div.) gold....	1,190,000	6	May & Nov.	"	1891	....	Consolidated Mortgage.....	7,605,400	6	"	Boston.	1913	....
1st Mort. (Central Div.) L. G....	794,000	6	"	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Income Bonds (for funding)....	529,600	6	"	"	1883	....	Cairo and Fulton (Arkansas):						
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R.R. and lands) S.F..	8,000,000	7	Jan. & July.	New York.	1891	10
Atlantic and St. Lawrence:							Cairo and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1858.	484,000	6	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1864..	1,500,000	6	April & Oct.	"	1884	....	Cairo and Vincennes:						
3d Mortgage (sterling) of 1871..	713,000	6	May & Nov.	"	1891	....	1st Mortgage, gold.....	3,500,000	7	April & Oct.	N. Y. & Lond.	1909	....
Portland City Bonds, 1st M., S. L.	787,000	6	"	Portland.	1886	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1899	....
2d Mortgage.....	100,000	7	"	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7	"	"	1899	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,900,000	6	Jan. & July.	.....	1891	....
Loan of 1850-'90.....	579,500	6	Jan. & July.	Baltimore.	1880	162	Camden and Amboy:						
Loan of 1853-'95.....	1,710,000	6	April & Oct.	"	1885	118	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	10
Loan of 1855-'90 (Balt.) skg fd..	3,151,122	6	Jan. & July.	"	1890	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	10
Loan of 1870-'95 (stk.) skg fund.	3,273,956	6	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	11
Loan of 1872-1902 (stk.) S. F..	9,029,852	6	"	"	1902	....	Sterling Loan, S. F. (£22,000).	1,286,080	6	Feb. & Aug.	London.	1889	....
Loan of 1874-1910 (stk.) S. F....	9,464,500	6	May & Nov.	"	1903	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1898	....
1st Mort. (Tunnel) gold guar....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	497,000	5	April & Oct.	"	1899	....
1st Mortgage (R. R.) gold guar..	3,000,000	6	April & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	10
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (skg fd) gd for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1906	9
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F & P.Mrq.Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	1st Mortgage.....	200,000	7	Jan. & July.	.....	1902	....
Belfast and Moosehead Lake:							Carolina Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1923	....
Bellefonte and Snow Shoe:							2d Mortgage - Income Bonds..	3,000,000	7	April & Oct.	"	1914	....
1st Mortgage.....	99,000	6	.....	Philadelphia.	1883	....	Carthage and Burlington:						
Bellefontaine and Indiana:							1st Mort. guar. by C., B. and Q.	266,000	6	May & Nov.	New York.	1879	....
1st Mort. ass'd by C., C. O. & L.	453,000	7	Jan. & July.	New York.	1899	....	Catawissa:						
Belleville and Southern Illinois:							1st Mortgage (old).....	280,500	7	Feb. & Aug.	Philadelphia.	1883	....
1st Mort. guar. by St. L. & T.H.	1,100,000	6	April & Oct.	New York.	1896	116	1st Mortgage (new).....	1,300,000	7	"	"	1900	11
Beloit and Madison (C. & N.W.):							Obattel Mortgage.....	209,350	6	May and Nov.	"	'90-'99	....
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	Cayuga Lake:						
Belvidere Delaware:							1st Mortgage.....	800,000	7	June and Dec.	New York.	1901	....
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1902	112	Cazenovia and Canastota:						
2d Mortgage " A. Co. and)	497,500	6	March & Sept.	Philadelphia.	1885	106	1st Mortgage, gol.....	250,000	7	Feb. & Aug.	New York.	1890	....
3d Mortgage " Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104	Cedar Falls and Minnesota:						
Bingham Canyon & Camp Floyd:							1st Mort. (C. F. to Waverly)....	98,000	7	April & Oct.	New York.	1894	....
1st Mortgage.....	240,000	6	Jan. & July.	.....	1900	....	1st Mort. (W. to Man. Lk.)....	134,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 878,000	7	Feb. & Aug.	New York.	1891	112 1/2	Chicago, Iowa and Nebraska:	\$ 409,400	7	Jan. & July.	Boston.	1888	....
1st Mortgage, 1st Div. \$10,000 p.m.	582,000	7	"	"	1894	111 1/2	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	114 1/2	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7 1/2	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6 1/2	May & Nov.	New York.	1895	....	1st Mort. 2d series (")	2,000,000	7 1/2	"	"	1900	....
2d Mortgage Government's aid.	1,600,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7 1/2	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1898	....	Consolidated Mortgage.....	12,000,000	6 1/2	"	"	1908	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114 1/2
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7 1/2	Jan. & July.	New York.	1899	....	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....	1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flushing, N.C. & C.)							1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	101	Chicago, Milwaukee and St. Paul:						
1st Mortgage.....	5,000,000	7	Feb. & Aug.	"	1890	116 1/2	1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1888	116
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	116
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	108	1st Mort. (Iowa & Dakota Ext.)	8,500,000	7	"	"	1908	109
Inc. bonds, reg., not cumulative	2,450,000	7	"	"	1908	72	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	115
Consol. Mort. for \$25,000,000....	15,000,000	7	J. A. J. & O.	"	1899	101 1/2	1st Mort. (Minnesota Central.)	183,000	7	"	"	1894	....
Central Ohio (B. and O.):							1st Mort. (St. Paul Division.)	4,000,000	7 1/2	"	"	1902	114 1/2
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110	1st Mort. (Iowa and Dak. Div.)	577,000	7	"	"	1899	115 1/2
Central Pacific of California:							1st Mort. (Prairie du Chien Div.)	3,974,000	8	Feb. & Aug.	"	1898	181
1st Mort., 30 years bonds, (gold).	25,883,000	6 1/2	Jan. & July.	New York.	'96-'98	114	2d Mort. (")	1,315,000	7 1/2	"	"	1898	117 1/2
Convertible 20 years bonds, gold	1,483,000	7 1/2	"	"	1888	102 1/2	1st Mort. (Hast. and Dak. Div.)	180,000	7	Jan. & July.	"	1902	....
State Aid B'ds (Int. by State) gold	1,500,000	7 1/2	"	"	1884	108 1/2	1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	"	1891	....
2d Mort. (Government Subsidy).	27,855,680	6	"	U.S. Treasury.	'96-'98	....	1st Mort. (Southwestern Div.)	4,000,000	6	"	"	1907	105 1/2
1st Mort. (Western Pacific) gold	2,735,000	6 1/2	"	New York.	1899	109	1st Mort. (La. C. & Dav. Div.)	1,785,000	6	"	"	1919	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6 1/2	"	"	'83-'92	104 1/2	2d Mortgage.....	496,000	7	April & Oct.	"	1884	....
1st Mort. (S. Fr., Okla. & Ala.)	500,000	6 1/2	"	"	1890	105	Consol. Mort. for \$35,000,000....	8,433,000	7	Jan. & July.	"	1905	115
1st Mort. (San Joaquin V.D.) gold	6,040,000	6 1/2	April & Oct.	"	1900	105	Chicago and Northwestern:						
Land bonds (Gen. Pac. Co.) gold	8,704,000	6 1/2	"	"	1890	105	Preferred sinking fund (193 m.)	972,200	7	Feb. & Aug.	New York.	1885	105 1/2
Central Vermont:							General 1st Mortgage (193 m.)	3,440,400	7	"	"	1885	109
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1888	111	Funded coupons (193 m.)	676,400	7	May & Nov.	"	1883	105
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	....	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	"	1885	103
1st Mort. (Stam. Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	26 1/2	Green Bay Ext. (26m & 76,000 a.)	180,000	7	"	"	1885	106
Income and Extension Bonds.	1,008,500	8	May & Nov.	"	1902	19	1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	"	"	1882	....
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	'76-'77	39 1/2	1st Mort. (Menominee River)...	400,000	6	Jan. & July.	"	1906	....
Equipment Mort. (")	1,000,000	8	"	"	1889	39	Mississippi River Bridge	158,000	7	"	"	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	"	1898	....
Missisquoi R.R. (")	500,000	7	"	"	1891	38 1/2	Consol. skg fund (C. & N.W.R'y)	5,198,000	7	F. M. A. & N.	"	1915	122 1/2
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds...	12,348,000	7 1/2	June & Dec.	"	1902	117 1/2
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7 1/2	April & Oct.	"	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7 1/2	June & Dec.	"	1911	....
Funded Interest on 1st Mort.	157,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R.W.) guar.	1,700,000	7	Jan. & July.	"	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	247,000	7	"	"	1888	....
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	106 1/2	Chicago and Paducah (C. B. & Q.):						
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....	1st Mortgage \$20,000 p. m. gold.	2,304,000	7 1/2	Jan. & July.	Boston.	1903	....
Charters:							Chil. Pekin & Southw'n (CB&Q):						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Overaw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	New Mort. bonds for \$12,500,000	9,965,000	6	Jan. & July.	"	1917	119
Cherry Valley, Sharon and Alb.:							Chi. & Southw'n (C. B. & Pac.):						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar.....	5,000,000	7 1/2	May & Nov.	New York.	1899	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7 1/2	June & Dec.	"	1901	....
1st Mort. gold "B".....	15,000,000	6 1/2	May & Nov.	New York.	1908	64	Chicago and Superior:						
2d Mortgage.....	10,000,000	6	Jan. & July.	"	1918	....	1st Mortgage (Mad. & Portage) g'd	600,000	7 1/2	April & Oct.	New York.	1900	....
1st Mort. (Va. Gen.) guar. by Va.	100,000	6	"	"	1880	....	Chillicothe and Brunswick:						
2d Mort. (") coupon.....	918,000	6	"	"	1884	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Income (") coupon.....	300,000	8	"	"	1876	....	Cincinnati, and Baltimore:						
Funded Interest, coupon.....	160,500	8	"	"	1877	....	1st Mort., guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Chester:							Cincinnati, Hamilton and Dayton:						
Coupon bonds (no Mort.).....	820,900	6	Jan. & July.	Boston.	'80-'96	104	1st Mortgage of 1868.....	1,245,000	7	May & Nov.	New York.	1880	....
Chester Creek (Phil. & Balt. Cent.):							2d Mortgage of 1865.....	494,000	7	Jan. & July.	"	1885	....
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Consol. S. F. M. for \$3,000,000....	995,000	7	April & Oct.	"	1905	....
Chester and Tamarac:							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	600,000	7 1/2	May & Nov.	New York.	1901	....	1st Mort., guar. for \$2,500,000....	2,500,000	7	Jan. and July.	New York.	1903	....
Chicago and Alton:							Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1898	117	1st Mortgage.....	1,120,000	7 1/2	March & Sept.	New York.	1901	100
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	106	Consolidated Mortgage.....	471,000	7 1/2	June & Dec.	"	1914	....
Sinking Fund Gold Bonds.....	3,000,000	6	May & Nov.	"	1903	108	Cincinnati and Martinsville:						
Consol. Bonds (\$200 stg. each).	4,379,850	6 1/2	Jan. & July.	London.	1903	....	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (St. L., J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112 1/2	Cincinnati & Muskingum Valley:						
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
1st Mort. (Louisiana and Mo.)...	1,364,000	7	Feb. & Aug.	"	1900	108	Cincinnati, Richmond & Chicago:						
Chicago, Burlington and Quincy:							1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage skg fund.....	2,570,000	8	Jan. & July.	New York.	1883	110 1/2	2d Mortgage " " " " " "	65,000	7	"	"	1889	....
Trust Mortgage skg fund conv.	150,000	8	"	"	1883	....	Cinc. Rich. & Ft. Wayne (G. R. & I.):						
Trust Mortgage (Burl. to Peoria)	653,000												

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	800,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.)	2,380,000	8	May and Nov.	New York	1902	75
4th (now 3d) Mortgage guar.	1,086,000	6	"	"	1892	112	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1900	119 1/2	1st Mortgage for \$22,000 p.m.	1,061,000	8	Jan. & July.	New York	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage	500,000	7	May and Nov.	"	1898	....
Regist'd b'ds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	....	Detroit, Hillsdale and Indiana:						
3d Mortgage	1,000,000	7	April & Oct.	"	1892	115	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1891	....
1st Mort., a.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	116	Detroit, Lansing and Northern:						
2d Mortgage	849,000	7	April & Oct.	"	1886	117	1st Mortgage	2,268,000	7	Jan. & July.	Boston.	1907	113
Colebrookdale:							1st Mort. (Ionia and Lansing)	770,000	8	"	New York.	1890	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mort. ("")	81,000	8	May & Nov.	"	1890	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage	225,000	5*	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.)	2,500,000	7	May & Nov.	New York	1876	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage	1,000,000	8	"	"	1876	....
1st Mortgage Consol. skg fund.	10,428,000	7	April & Oct.	New York.	1908	804	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1878	....
2d Mortgage skg fund.	3,922,000	7	Feb. & Aug.	"	1909	52	2d Funded Coup.	375,734	7	May & Nov.	"	1875	....
Income convertible	3,947,000	7	"	"	1890	43 1/2	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	451,000	7	April & Oct.	"	1890-96	....	2d Mort. ("")	100,000	7	Jan. & July.	"	1878	....
2d Mort.	341,400	7	Jan. & July.	"	1890	....	3d Mort. ("")	250,000	8	Feb. & Aug.	"	1880	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Bonds of Sept. 1, 1866	110,000	7	March & Sept.	"	1886	....
1st M., a.f. ("")	23,550	7	May & Nov.	"	1896	....	Bonds of June 30, 1866	1,702,317	6 1/2	Jan. & July.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort.	821,000	10	May & Nov.	"	1904	....	1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1906	19
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central)	666,500	7	"	"	1882	....	1st Mort., guar. by C., B. and Q.	545,506	8	Jan. & July.	New York.	1889	....
1st Mort. (Tol., Logansport & Bur.)	531,000	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income	74,024	7	"	"	1884	....	1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	104
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	"	1905	....	1st Mortgage 2d division	586,000	7	"	"	1894	....
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
General Mortgage	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	....
New Mortgage for \$1,500,000	1,263,500	7	April & Oct.	Boston.	1893	110	East Brandywine & Waynesboro:						
Coupon Notes	123,000	7	June & Dec.	"	1881	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1883	....
1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1898	113
1st Mortgage skg fund.		6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	109
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage	190,000	4	"	"	1882-87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1885	....
1st Mortgage tax free	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1880-85	....
1st Mort. ABCD & \$200,000 each	991,000	6	March & Sept.	Philadelphia.	123.4	111	Company Bonds ("new")	135,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Knox R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Cowanesque Valley:							Loan of 1867		7	"	"	1897	....
1st Mortgage, gold	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1868		6	"	"	1880-86	....
2d Mortgage	160,000	7	May & Nov.	"	1892	....	Loan of 1869		6	May & Nov.	"	1880	....
Cumberl'd & Penn. (Consol. Coal):							Ten year coupon notes		7	"	"	1892	....
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes		7	"	"	1883-84	....
2d Mortgage, sinking fund	848,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds		7	May & Nov.	"	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds	3,149,500	6*	March & Sept.	London.	1893	....
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indeb. Sept. 1, 1876	13,351,500	4 1/2	"	Boston.	1906	95
2d Mortgage	109,500	8	"	"	1908	....	Eastern Shore (Md.):						
Plain bonds	81,900	6	"	"	1884	....	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1890	....
Danbury and Norwalk:							2d Mortgage	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1860	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870	200,000	7	"	"	1880	....	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....	Income Mortgage guaranteed	570,000	5	April & Oct.	"	2892	864
2d Mortgage	300,000	7	"	"	1886	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended	2,482,000	7	May & Nov.	New York	1897	1184
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	....	2d Mortgage	2,174,000	5*	March & Sept.	"	1919	1056
Davenport and St. Paul:							3d Mortgage	4,852,000	7	"	"	1893	1071
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	4th Mortgage convertible	2,987,000	7	April & Oct.	"	1890	1028
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible	709,500	7	June and Dec.	"	1889	1118
1st Mortgage sinking fund guar.	1,946,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	"	1891	....
2d Mortgage, guar.	426,000	7	March & Sept.	"	1884	....	Long Jock Mortgage	3,000,000	7	June and Dec.	"	1893	119
3d Mortgage, guar.	381,000	7	April & Oct.	"	1888	....	1st Consol Mortgage gold	16,666,000	7*	March & Sept.	NY & London.	1920	1294
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1886-94	....	1st Consol Mort. Coup. Bonds	3,688,000	7*	"	"	1920	561
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....	2d Mortgage	92,800	7	April & Oct.	"	1880	....
Income Bonds	252,445	6	"	"	1879	....	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	100
Dayton and Western (L. M. R.R.):							Equipment Mortgage	750,000	7	April & Oct.	"	1890	....
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage ("")	495,000	6 1/2	Jan. & July.	"	1905	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
Decatur, Sullivan and Mattoon:							1st L.M. (& 1st on 54, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....	Kavanaugh and Crawfordville:						
Delaware and Bound Brook:							1st Mortgage (51 miles) skg. fund	302,000	7	Jan. & July.	New York	1887	....
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	113	1st Mortgage (109 m.)	636,000	7				

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	410,000	7*	April & Oct.	Philadelphia	1890	113 1/2
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	108 1/2
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	60
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	..
1st Mort. (Cent. R. R. Exten.)....	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$500,000.....	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund....	4,398,000	5*	"	"	1903	....
1st Mort. (Whitestone & W.)....	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, \$200,000.....	1,000,000	5*	June & Dec.	"	1905	....
1st Mort. (N. Y. & Flushing)....	25,000	7	Mar. & Sept.	"	1880	....	Illinois Grand Trunk (C. B. & Q.):						
Fonda, Johnstone & Gloversville:							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	116 1/2
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	..
Fort Wayne, Muncie & Cin.:							Indianapolis, Bloomington & West:						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	73 1/2
2d Mortgage.....	500,000	8	"	"	1896	....	1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	..
Framingham and Lowell:							2d Mortgage.....	1,500,000	8	"	"	1890	60
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	76	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1883	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	..
Frederick and Pennsylvania Line:							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
Fremont, Elkhorn & Mo. (S.C. & P.):							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	600,000	7	April & Oct.	"	1901	....	International and Gt. Northern:						
Galena & Chic. Union (C. & N. W.):							1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	105	Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	....
Galv. Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	85	1st Mortgage of 1897.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1899.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'83	..
Georgia (and Banking):							Equipment Bonds, registered....	375,000	10	"	"	1888	62 1/2
Company bonds (debentures)....	425,000	7	Jan. & July.	Augusta	'80-'90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Company bonds (debentures)....	1,156,000	6	"	"	"	....	1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
Hillman, Clinton & Springfield:							2d Mort. (") guar.....	1,497,000	7	Jan. & July.	"	'77-'82	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Cothen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	"	"	1900	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	....
1st Mort. L. G. not guar. gold....	2,003,000	7*	April & Oct.	"	1899	....	Ionia and La. & D. L. & L.M.):						
Grand River Valley (Mich. C.):							1st Mortgage.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lescazes....	1,000,000	8	Jan. & July.	New York.	1886	109	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage.....	500,000	3	March & Sept.	"	1909	108 1/2	Iowa Falls and Sioux City:						
Grand Trunk (Can.):							1st Mortgage.....	2,900,000	7	April & Oct.	New York.	1917	108 1/2
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipment Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	120
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$2,716,550	8,519,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	....
Provincial Debenture \$2,311,500	15,557,500	....	"	Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,092,000	8	Jan. & July.	New York.	1885	109 1/2
Mortgage Bonds \$1,217,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	"	1890	107 1/2
Mortgage Bonds \$547,000.....	2,736,000	5 1/2	April & Oct.	"	'77-'78	....	Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	"	1891	106 1/2
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Jacksonville, North West & S. East:						
Debenture Bonds \$1,743,160....	8,715,800	5	Jan. & July.	"	Perp.	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Great Western Railway of 1859:							Jacksonville, Pensac. and Mobile:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	110	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
2d Mort. " " " " " " " "	2,500,000	7	May & Nov.	"	1893	99 1/2	2d Mortgage.....	3,000,000	8	"	"	1899	....
Green Bay and Minnesota:							Jameson & Frank (L.S. & M.S.):						
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	1st Mortgage guaranteed.....	397,000	7	Jan. & July.	New York.	1897	....
Greenville and Columbia:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage guar. by S. Car....	1,425,546	7	Jan. & July.	Columbia.	'81-'86	....	Jefferson (Erie):						
1st Mortgage not guaranteed....	378,766	7	"	"	'81-'86	....	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	108
Greenwich and Johnsonville:							2d Mort. (")	84,000	7	"	"	1889	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
Gulf Western Texas and Pacific:							Jeffersonville, Madison & Indian:						
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
Hannibal and Naples (T. W. & W.):							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	Jersey City and Albany:						
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	110	1st Mortgage (Ridgefield Park)...	300,000	7	May & Nov.	"	1912	....
2d Mortgage.....	250,000	7	"	"	1892	....	Joliet and Chicago (C. & Alton):						
Hannibal and St. Joseph:							1st Mortgage skg fund guar....	306,000	8	Jan. & July.	New York.	1882	108 1/2
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1894	....	Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	"	"	'86-'87	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
Fifteen years' bonds (277 m.)...	4,000,000	6	March & Sept.	"	1885	107 1/2	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
1st Mort. (Q. & Palm R.R. 16 m.)	433,000	8	Feb. & Aug.	"	1892	....	Junction and Breakwater:						
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1892	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890
General Land Mortgage (277 m.)	492,000	7	"	"	1888	Kalamazoo, Allegan & Gr. Rapids:	</					

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	8	Feb. & Aug.	N. Y. & St. Lo.	1895	118	Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1891	100
1st Mort. (2d Div. 253.94 m.) gold.	4,063,000	8	June & Dec.	"	1896	114	1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	"	"	1897	100
1st Mort. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7	May & Nov.	N. Y. L. & F.	1899	104	New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	"	1907	100
1st Mort. (1,000,000 acres) gold.	1,722,250	7	March & Sept.	N. Y. & St. Lo.	1880	117-70	Louisville and Nashville:						
1st Mort. (2,000,000 acres) gold.	1,500,000	7	Jan. & July.	N. Y. L. & F.	1880	107	Ten Year Mortgage Gold bonds	2,000,000	7	May & Nov.	New York.	1893	105
2d Mort. (") gold.	1,500,000	7	March & Sept.	"	1886	117	Mort. main office lot & building.	60,000	7	"	Louisville.	1883	100
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1901	100
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97		1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	100
3d Mortgage (Income)	4,276,350	7	March & Sept.	N. Y. L. & F.	1916	71	1st Mort. (Memph. & Clarksv. Br.)	2,210,770	6	Feb. & Aug.	"	1902	100
Kent County (Del.)							1st Mort. (Cecilian Branch)	1,000,000	7	Mar. & Sept.	"	1907	110
1st Mortgage for \$600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....	Consol. M. for \$3,000,000 (392 m.)	7,070,000	7	April & Oct.	"	1896	117
Kentucky Central:							Louisville Loan	850,000	6	"	"	'86-'97	100
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	....	Louisville Loan (Lebanon Fr.)	225,000	6	May & Nov.	"	1886	100
3d Mortgage	237,000	7	June & Dec.	"	1885	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1894	100
Keokuk and Des Moines:							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage	1,947,000	7	April & Oct.	New York.	1904	58	1st Mortgage gold, \$25,000 p. m.	2,875,000	7	Jan. & July.	New York.	1892	100
Funded Interest	254,300	8	"	"	1884	....	Macon and Augusta:						
Keokuk and St. Paul (O.B. & Q.)							1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	100
1st Mortgage traffic guar.	317,000	8	April & Oct.	Boston.	1879	100	1st Mortgage not endorsed.	100,000	7	"	"	1887	100
La Crosse, Trempealeau & Prescott:							Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	100
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....	Macon and Brunswick:						
La Crosse, Bloomington & Miss. (T.W. & W.)							1st Mort. endorsed by Ga.	1,355,000	7	Jan. & July.	New York.	1887	100
1st Mortgage gold guar.	1,300,000	7	Feb. & Aug.	New York.	1891	....	1st Mort.	600,000	7	May & Nov.	"	1900	100
La. Muncie & Bloom. (T.W. & W.)							2d Mortgage	1,100,000	7	April & Oct.	"	1889	100
1st Mortgage gold guar.	1,500,000	7	Feb. & Aug.	New York.	1901	....	Equipment Mortgage	150,000	7	"	"	1879	100
Lake Erie and Louisville:							Madison and Portage:						
1st Mortgage	1,092,000	7	April & Oct.	New York.	1892	....	1st Mort. guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	100
2d Mortgage	590,000	7	Jan. & July.	"	1903	....	Mehoning Coal:						
Lake Ontario Shore:							1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	100
1st Mortgage (\$20,000 pr. m.)	1,438,200	7	Jan. & July.	New York.	1897	....	Maine Central:						
Lake Shore & Michigan South'n.							Consolidated Mortgage	2,796,500	7	April & Oct.	Boston.	1912	108
Sinking Fund Mortgage							\$1,100,000 Loan, tax free.	758,980	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	"	1900	121	Extension (gold) Loan.	496,500	6	April & Oct.	"	1900	100
Consol. Mort., S.F., Coupon.			Jan. & July.	"	1900	123	1st Mort. (Belfast & Moosehead)	150,000	7	May & Nov.	Belfast & Bos.	1890	100
2d Consol. Mort. for \$25,000,000.	10,460,000	7	June & Dec.	"	1903	116	\$1,100,000 (A. & Ken.) Loan.	1,100,000	6	Jan. and July.	Boston.	1888	98
Bonds of 1892 (Reg. & Coupon)	2,706,000	7	April & Oct.	"	1882	....	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	100
Lake Shore Dividend Bonds.	1,356,000	7	"	"	1899	116	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1896	94
Reg. Mort. (Clev., Palm. & Ash.)			Jan. & July.	"	1889	....	2d Mort. (Bosmeret & Kennebec)	280,000	6	June & Dec.	"	1876	100
3d Mort.	920,000	7	April & Oct.	"	1892	....	1st Mort. (Leeds & Farington)	633,000	6	Jan. & July.	"	1901	100
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	"	1885	....	Bath (Androsoggin) Loan	425,000	6	"	"	1891	100
2d Mort.			"	"	1877	....	Mansfield & Framing. (R.C. & F.)						
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1886	....	1st Mortgage, guaranteed.	300,000	7	Jan. & July.	Boston.	1880	96
2d Mort.	819,000	7	April & Oct.	"	1886	....	Marietta and Cincinnati:						
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage, Sterling	1,050,000	7	Feb. & Aug.	London.	1891	102
Mort. Bonds (")	300,000	7	March & Sept.	"	1886	....	2d Mortgage Dollar	2,450,000	7	"	Baltimore.	1891	108
Mort. Bonds (") Erie	2,831,900	7	April & Oct.	"	1899	....	3d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	74
1st M. (Detrit., Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....	4th Mortgage	3,000,000	8	Jan. & July.	"	1900	35
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1896	....	1st Mort. (Scioto & Hock. Val.)	4,000,000	8	April & Oct.	"	1908	100
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	2d Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	100
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	Marietta, Pittsburg & Cleveland:						
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	1st Mortgage gold	1,500,000	7	Feb. & Aug.	New York.	1896	100
1st M. (Jamestown & Franklin)	397,000	7	"	"	var	....	Marquette, Houghton & Ontonagon:						
2d M. (")	500,000	7	June & Dec.	"	1894	....	1st Mortgage (Marq. & Ont.)	1,700,000	8	Jan. & Dec.	New York.	1892	113
Lake Shore & Tuscarawas Valley:							1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	100
1st Mortgage gold	2,000,000	7	April & Oct.	Cleveland, O.	1901	....	Consolidated Mortgage	1,454,000	8-10	Various	"	'92-'93	100
2d Mortgage, for \$1,000,000.	698,000	7	"	"	1892	....	Massachusetts Valley (C. & P. R.):						
Elyria and Black Riv. b'ds as'd	180,000	7	May & Nov.	"	1892	....	1st Mortgage guaranteed	400,000	6	Jan. & July.	Boston.	1889	90
Lake Superior & Mississippi:							Maryland and Delaware:						
1st Mort. skg fund gold tax free.	4,500,000	7	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	1st Mortgage	850,000	6	May & Nov.	Boston.	1886	100
2d Mort. gold tax free and conv.	3,200,000	7	April & Oct.	"	1900	....	2d Mortgage	150,000	6	June & Dec.	"	1889	100
Income Bonds	3,200,000	10	"	"	1902	....	Massillon & Clev. (C.M. V. & D.)						
Lawrence (P. R. W. & Chl.):							1st Mortgage guaranteed	100,000	7	Jan. & July.	New York.	1890	100
1st Mortgage, guaranteed	355,000	7	Feb. & Aug.	New York.	1896	....	Maysville and Lexington:						
Leavenworth, Atch. & N. West'n:							1st Mortgage	500,000	7	Jan. & July.	New York.	1890	100
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	....	Memphis and Charleston:						
Leaven, Lawrence & Galveston:							1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1890	100
1st Mort. skg fund conv. gold.	3,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42	2d Mortgage	1,000,000	7	Jan. & July.	"	1885	99
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Tennessee State Loan	1,314,142	6	"	"	1890	113
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Income Bonds	600,000	10	March & Sept.	"	'73-'74	100
Lehigh and Lackawanna:							Memphis and Little Rock:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage (Land Grant)	1,300,000	8	May & Nov.	New York.	1890	100
Lehigh Valley:							2d Mortgage	1,000,000	8	"	"	1890	100
1st Mortgage (new loan)							Metropolitan Elevated:						
1st Mortgage (") reg.	5,000,000	6	June & Dec.	Philadelphia.	1898	118	1st Mortgage \$ or £	8,703,000	6	Jan. & July.	New York.	1905	101
2d Mortgage for \$6,000,000	6,000,000	7	March & Sept.	"	1910	127	Michigan Air Line (Mich. Cent.):						
General Mort. for \$40,000,000.	13,804,000	6	June & Dec.	"	1922	112	1st Mort. (South Bend Div.)	200,000	8	May and Nov.	New York.	1890	105
General Mort., registered							Michigan Central:						
Lewis. Centre & Spruce C. (P. & E.)							1st Mortgage, convertible	556,000	8	April & Oct.	Boston.	1882	100
1st Mortgage	1,544,000	7	May & Nov.	Philadelphia.	1902	....	1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	107
Lexington & St. Louis (A. & P.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	113
1st Mortgage gold	900,000	6	June & Dec.	New York.	1899	....	1st Mort. (Mich. Air Line) as'd	1,900,000	8	Jan. & July.	"	1890	113
Little Miami:							Equipment Bonds for \$800,000	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	110
1st Mortgage	1,490,000	6	May & Nov.	New York.	1883	97	Michigan Lake Shore:						
Street Connection Bonds	525,000	6	Jan. & July.	Cincinnati.	1894	....	1st Mortgage	800,000	8	Jan. & July.	New York.	1890	100
Cincinnati Loan	100,000	6	May & Nov.	"	1890	....	Mich. So. and North'n Indiana:						
Little Rock and Fort Smith:							1st Mort. assum'd by L.S. & M.S.	5,250,000	7	May & Nov.	New York.	1895	101
1st Mortgage gold	3,500,000	6	Jan. & July.	N. Y. & Bost.	1900	82	Middletown, Unionv. & W. Gap:						
Land Grant sinking fund	2,000,000	7	"	"	1905	100	1st Mortgage tax free	400,000	7	May & Nov.	New York.	1888	100
Little Rock, Pine Bl. & N. Orleans:							Midland of Canada:						
1st Mortgage	750,000	7	Apr. and Oct.	New York.	1900	....	1st Mortgage sterling £335,000	1,675,000	6	May & Nov.	London	1894	100
Little Schuylkill (Phila. & Bdg.):							Midland Pacific:						
1st Mortgage, Skg. Fd.	759,500	7	Apr. and Oct.	Philadelphia.	1877	101	1st Mortgage gold, tax free	1,100,000	7	Feb. & Aug.	New York.	1899	100
Logansport, Crawf. & S'west Ind.							Midlin and Centre Co. (Pa.):						
1st Mortgage gold	1,500,000	8	F. M. A. & N.	New York.	1900	....	1st Mortgage	200,000	6	Feb. & Aug.	Philadelphia.	1897	100
Long Island:							Milwaukee and St. Paul:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1878	....	See Chicago, Mil. & St. Paul						
1st Mortgage (Exter slave)	175,000	7	Feb. & Aug.	Philadelphia.	1880	....	Milwaukee, Lake Sh. & Western:						
1st Mortgage (Glen Cove Br.)	160,000	6	May & Nov.	"	1892	....	1st Mortgage	750,000	7	June & Dec.	New York.	1895	100
General Mortgage	775,000	7	"	New York.	1899	108	Milwaukee and Northern						
Louisiana & Mo. Riv. (Ch. & Al.)							1st Mortgage	2,134,000	8	June & Dec.	New York.	1901	100
1st Mortgage	1,554,000	7	Feb. & Aug.	New York.	1900	114	Mineral Point:						
Louisville, Paducah and S. W.:							1st Mortgage	220,000	6	Jan. & July.	Detroit.	1890	100
1st Mortgage	3,000,000	8	March & Sept.	New York.	1890	....	Minneapolis & Duluth (L.S. & M.)						
2d Mortgage	800,000	7	May & Nov.	"	1893	....	1st Mortgage gold, guaranteed	400,000	7	Apr. and Oct.	New York.	1890	100

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & S.L. (B., O.R. & N.)	180,000	7*	Jan. & July.	New York.	1911	102 1/2	N.O., Jack. & Gt. N. (N.O. St.L. & C.)	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.	180,000	7	April & Oct.	New York.	1908	....	1st Mortgage.	1,500,000	8	April & Oct.	"	1890	....
Minnesota Valley (C. & N.W.):							2d Mortgage for \$3,000,000.	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage.	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	New York.	1915	....
2d Mortgage.	2,000,000	8	Feb. & Aug.	"	1886	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold.	3,708,500	7*	May & Nov.	"	1912	....	New York, Boston and Montreal:	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
Mississippi Cent. (N.O. St.L. & Chi.):							1st Mortgage for \$12,250,000.	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage.	2,040,000	7*	Jan. & July.	.....	1900	....	New York & Canada (D. & H.C.):	4,000,000	6*	May & Nov.	"	1883	164 1/2
Mississippi and Tennessee:							1st Mort. for \$800,000, guar.	6,632,900	6	May & Nov.	New York.	1883	....
1st Mortgage, Series A.	1,000,000	8	April & Oct.	Memphis.	1902	....	Debt Certificates (N. Y. Cent.)	74,500	6	May & Nov.	"	1883	....
2d Mortgage, Series B.	1,100,000	8	Jan. & July.	"	1902	....	Bonds for B. & N. F. atk (")	592,000	6	"	"	1883	164
Mississippi Valley and Western:							Bonds for R.R. Stocks (")	161,000	6	"	"	1883	162 1/2
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for Real Estate (")	2,891,500	6	June & Dec.	"	1887	169
Missouri, Iowa and Nebraska:							Bonds of 1884 renewed (")	1,794,000	7	"	"	1885	111
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	2d Mort. (Hudson River) S. F.	1,960,000	7	April & Oct.	"	1891	....
Missouri, Kansas and Texas:							Bonds of 1871, tax free.	18,465,000	7	Jan. & July.	"	1903	128 1/2
1st Mort. (U. Pac. S. Br.) skg fund	2,615,000	6*	Jan. & July.	New York.	1899	....	1st Mort., reg'd for \$20,000,000	9,735,333	6*	"	London.	1903	....
1st Mort. (Tebco & Neesho) S.F.	349,000	7*	June & Dec.	"	1903	....	1st Mort. Sterling for £2,000,000	107,704	7	Jan. & July.	New York.	1891	....
Consol. Land Grant, skg fd gold	10,418,000	7	Feb. & Aug.	"	1904	105	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	126 1/2
First Additional Consol. Mort.	2,500,000	7	"	"	1905	....	Consol. Mort. of 1872, reg...		7	"	"	1900	124 1/2
Second Add. Consol. Mort.	1,182,000	7	"	"	1906	....	New York Elevated:						
Third Additional Consol. Mort.	600,000	7	"	"	1906	....	1st Mortgage.	8,600,000	7	Jan. & July.	New York.	1906	114
Missouri River, Ft. Scott & Gulf:							N. York, Housatonic & Northern:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86	1st Mortgage.	1,500,000	7*	April & Oct.	New York.	1902	....
2d Mortgage.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	New York, Kingston & Syracuse:						
Mobile and Girard.							1st Mort. for \$4,000,000.	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mortgage.	377,500	7	Jan. & July.	Savannah.	1876	....	New York, N. Haven & Hartford:						
2d Mort. end. by Cent. R.R. of Ga.	300,000	8	"	New York.	1889	....	1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
Plain bonds.	33,500	8	"	Savannah.	1887	....	New York and New England:						
Mobile and Montgomery:							1st mortgage, old.		7	March & Sept.	Boston.	1884	....
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st mortgage, new.	4,708,000	7	Jan. & July.	"	1906	109 1/2
2d Mortgage.	800,000	8	"	"	1900	....	New York and Oswego Midland:						
Mobile and Ohio:							1st Mortgage gold, tax free.	8,000,000	7*	Jan. & July.	New York.	1894	....
1st Mortgage Sterling.	5,636,000	6*	May & Nov.	Mo. & Lond.	1883	....	2d Mortgage convertible.	2,500,000	7	May & Nov.	"	1896	....
Interest bonds.	1,524,300	8	"	Mobile.	76-'83	....	2d Mortgage non-convertible.	1,500,000	7	"	"	....	....
Sterling Interest bonds.	769,920	6*	"	London.	1883	....	3d Mort., Equipment.	3,900,000	7	.....	"	....	....
Tennessee Substitution Bonds.	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	....	Consolidated Mortgage.	1,200,000	7	.....	"	....	....
2d Mortgage.	1,463,858	8	March.	"	1877	....	New York, Providence & Boston:						
Consol. Mort. for \$15,000,000.	977,550	8	Jan. & July.	N.Y. & Lond.	1904	....	Extension Bonds.	50,900	6	May & Nov.	New York.	78-'81	....
Convertible 5 per cent. bonds.	977,550	8	M. J. S. & D.	New York.	....	....	General Mort. for \$1,000,000.	1,000,000	7	Jan. & July.	"	1899	....
Montclair (N. Y. & O. Mid.):							Norfolk & Petersburg (A.M. & O.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	1st Mortgage.	300,000	8	Jan. & July.	New York.	1877	....
2d Mortgage.	780,000	7	.....	"	....	....	1st Mortgage.	157,000	7	"	"	1877	....
Income Mortgage.	888,400	7	.....	"	....	....	2d Mortgage.	454,000	8	"	Norfolk.	1893	160
Montgomery and Erie (Erie):							North Carolina:						
1st Mortgage.	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.	210,000	8	May & Nov.	Co's Shops, N.O.	1888	....
2d " "	47,000	7	April & Oct.	"	1887	....	North Eastern (S. Car.):						
Montgomery and Eufaula:							1st Mortgage.	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	2d Mortgage.	232,500	8	"	"	1899	....
1st Mortgage not endorsed.	230,000	8	June and Dec.	"	1900	....	North Missouri (St.L., K.C. & N.):						
Monticello and Port Jervis:							1st Mortgage.	3,000,000	7	Jan. & July.	New York.	1895	118
1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	....	North Pennsylvania:						
Morris and Essex (D. L. & W.):							1st Mortgage.	1,930,000	6	Jan. & July.	Philadelphia.	1886	108
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	129	2d Mortgage.	1,500,000	7	May & Nov.	"	1896	116
2d Mortgage guar.	2,000,000	7	Feb. & Aug.	"	1891	113 1/2	General Mortgage.	2,085,000	7	Jan. & July.	"	1903	118
Convertible bonds.	384,000	7	Jan. & July.	"	1900	103	North Shore (Flush., N.S. & Cent):						
Construction bonds.	873,000	7	Feb. and Aug.	"	1889	103	1st Mortgage.	135,000	7	Feb. & Aug.	New York.	1887	....
Gen'l M. (let on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	112 1/2	Northern Central:						
Special Mortgage.	1,025,000	7	.....	"	....	....	1st Mortgage, Md. State loan.	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Consol. mort. for \$25,000,000 guar.	3,239,000	7	June & Dec.	"	1915	106 1/2	2d Mortgage S. F. Coupon.	1,480,000	6	Jan. & July.	Baltimore.	1885	104 1/2
Nashville, Chattanooga & St. Louis:							3d Mortgage Coupon.	1,125,000	6	April & Oct.	Phila. & Balt.	1900	110
1st Mort. endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	74-'83	....	Mortgage coupon.	2,589,000	6*	Jan. & July.	Baltimore.	1890	....
2d Mort. (held by U. S. Gov.).	1,000,000	4	"	"	81-'91	....	Mortgage registered.	205,000	6*	April & Oct.	"	1890	....
New Mortgage.	4,700,000	7	"	"	1913	114	Consol. Gen. Mort. S. F. Coup.	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	105
Nashville and Decatur (L. & Nash.):							Consol. General Mort. Coupon.	3,000,000	6	"	Baltimore.	1926	50
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112	Second General Mort. coupon.	1,000,000	6	"	"	1928	....
2d Mortgage gold.	200,000	6*	April & Oct.	Nashville.	1887	....	Northern New Jersey (Erie):						
Nashua and Lowell.							1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey O	1878	....
Bonds for freight depot.	200,000	6*	Feb. & Aug.	Boston.	1892	111 1/2	Northern Pacific:						
Newark & New York (C. of N.J.):							1st Mort. on R.R. & lands gold.	529,400	7.3*	Jan. & July.	New York.	1900	80
1st Mortgage guar.	800,000	7	Jan. & July.	New York.	1891	....	Northwestern Virginia:						
Newark, Somerset & Stratsville:							3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	160 1/2
1st Mortgage gold.	800,000	7*	May & Nov.	New York.	1889	98	Northwestern Union (C. & N.W.):						
New Bedford:							1st Mortgage.	3,500,000	7*	March & Sept.	New York.	1917	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	Norwich & Worcester (B.H. & E.):						
New Issue for \$200,000.	400,000	7	"	"	1894	105	1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
New Haven and Derby:							Construction Bonds.	400,000	6	March & Sept.	"	1897	....
1st Mortgage.	525,000	7	Various.	New Haven.	98-'00	....	Nyack and Northern:						
New H. Middle'n & Willman:							1st Mortgage.	160,000	7	Jan. & July.	New York.	1890	....
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	Ogdensburg and Lake Champlain:						
2d Mortgage.	2,000,000	7	.....	"	1881	....	Equipment Mortgage.	300,000	8	Jan. & July.	Boston.	1878	94 1/2
New Haven and Northampton:							Equipment Mortgage.	200,000	8	"	"	1879	94 1/2
1st Mortgage.	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Sinking Fund Bonds.	392,000	8	March & Sept.	"	1890	101 1/2
Convertible bonds, tax free.	750,500	6	April & Oct.	"	78-'82	....	Consolidated Mort. Bonds.	3,067,000	7	Jan. & July.	New York.	1898	....
Holyoke and Westfield bonds.	200,000	7	"	"	1891	....	Consolidated S. F. Mortgage.	3,475,000	7	"	"	1896	....
New Jersey Midland (N.Y. & O.M.):							Consolidated Mort., Sterling.	112,000	7*	"	London.	1896	....
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....	2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	110 1/2
2d Mortgage.	1,500,000	7	"	"	1881	....	Income and Funded Debt Bonds.	174,000	7	May & Nov.	New York.	1882	....
New Jersey and New York:							Debenture Sinking Fund Bonds.	140,000	7	May & Nov.	"	1883	....
1st Mortgage.	500,000	7*	March & Sept.	N.Y. & Lond.	1893	....	1st Mort. (Springfield Division).	1,915,000	7	May & Nov.	"	1906	80
New Jersey Southern:							Old Colony:						
1st Mortgage.	2,600,000	7	May & Nov.	New York.	1889	89 1/2	Plain Bonds.	1,100,000	6	March & Sept.	Boston.	1896	110
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1883	....	Plain Bonds.	32,000	6	"	"	1884	99
2d Mortgage.	1,000,000	7	March & Sept.	"	1881	....	Plain Bonds.	1,450,000	6	Feb. & Aug.	"	1897	109
Consol. Mort. for \$7,000,000.	5,800,000	7	April & Oct.	"	1903	....	New Bonds for \$3,000,000.	1,992,000	7	March & Sept.	"	1894	119 1/2
Income Mortgage.	710,000	7	"	"	1891	....	Cape Cod Railroad Bonds.	285,500	7	Feb. and Aug.	"	1881	105
New Jersey Wts. Lane													
1st Mort. sold for \$2,000,000.	1,300,000	7*	May & Nov.	New York.	1900	....						
New London Northern (Cen. Vt.):													
1st Mortgage.	303,000	6	April & Oct.	New York.	1885	104							
2d Mortgage.	693,500	7	June and Dec.	"	1882							

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb. T. & Buffalo):	\$						Philadelphia, Wilmington & Balt:	\$					
1st Mortgage.....	50,000	7	April & Oct.	Philadelphia.	1896	....	Mortgage Loan, convertible	238,500	6	Jan. & July.	Phila. & Bos.	1884	....
Omaha and Northern Nebraska:							Loan of 1867.....	1,000,000	6	April & Oct.	"	1887	....
1st Mort. Land Grant, Gold....	618,000	7 3/8	Jan. & July.	New York.	1901	..	Loan of 1871.....	700,000	6	"	"	1892	....
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	"	"	1900	....
1st Mortgage.....	742,000	7	F. M. A. & N.	New York.	1897	..	Pickering Valley (Phila. & Rdg.):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	332,200	7	April & Oct.	Philadelphia.	1890	....
1st Mortgage.....	1,034,000	8	June & Dec.	Boston.	1896	....	Pittsburg and Lake Erie:						
Oregon and California:							1st Mortgage.....	2,000,000	6 1/2	Jan. and July.	New York.	1925	....
1st Mortgage, gold.....	10,960,000	7 1/2	April & Oct.	Frankfort.	1890	....	Pittsburg, Cin. & St. Louis (Pa.):						
Ozage Valley & Southern Kansas:							1st Mort. (Col. & Newark Div.)	450,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	73-88	....	1st Mort. (Steub. & Ird.) conv.	3,000,000	6	Monthly.	New York.	1894	....
Oskosh & Miss. (O. M. & St. P.):							Consol. Mortgage for \$10,000,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	110 1/2
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	Consolidated 2d Mortgage.....	2,600,000	7	April & Oct.	"	1919	....
Oswego and Rome (R. W. & O.):							Pittsburg, St. Wayne & Chicago:						
1st Mortgage.....	360,000	7	May & Nov.	New York.	1915	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1913	....
Income Mortgage.....	202,000	7	Feb. & Aug.	"	1891	....	1st Mortgage (Series B).....	875,000	7	Feb. and Aug.	"	1913	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1913	....
1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	70-85	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Consolidated Mortgage.....	338,000	7	March & Sept.	"	1907	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Ottawa, Oswego and Fox River:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage guar by C. B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bos.	1900	....	2d Mortgage (Series G).....	800,000	7	Jan. and July.	"	1912	....
Pacific of Missouri:							2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	108 1/2	2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	....
2d Mortgage sinking fund.....	2,666,000	7	Jan. & July.	"	1891	....	2d Mortgage (Series K).....	800,000	7	April and Oct.	"	1912	....
3d Mortgage.....	4,500,000	7	May & Nov.	"	....	....	2d Mortgage (Series L).....	800,000	7	May and Nov.	"	1912	....
St. Louis County Debt.....	700,000	8	Monthly	St. Louis.	1886	....	2d Mortgage (Series M).....	800,000	7	June and Dec.	"	1912	....
St. Paul & Northern P.:							2d Mortgage (Series N).....	2,000,000	7	April and Oct.	"	1912	120
1st Mortgage (Carondelet Branch).	800,000	6 1/2	May & Nov.	New York.	1892	....	Construction bonds of Jan. 1, 1900	100,000	7	Jan. & July.	"	1887	....
1st Mortgage.....	250,000	6 1/2	April & Oct.	"	1898	....	Equipment bonds—renewed.....	1,000,000	8	March & Sept.	"	1884	....
Paducah and Elizabethtown:							Pittsburg, Va. and Charleston:						
1st Mortgage.....	216,000	8	Feb. & Aug.	New York.	1897	....	1st Mortgage.....	1,583,000	7	April & Oct.	New York.	1903	....
Second Mortgage Income.....	1,200,000	7	April	"	1897	....	Pittsburg and Connellville:						
Panama:							1st Mortgage.....	4,000,000	7	Jan. and July.	Baltimore.	1896	116 1/2
General Mortgage, stg. £277,500	3,877,308	7 1/2	April & Oct.	London.	1897	....	1st Mortgage (Turtis Cr. Div. 10 m)	220,000	6	Feb. & Aug.	Pittsburg.	1899	....
Pauls and Danville:							Consol. Mort. guar. by B. & O.	6,600,000	6 1/2	Jan. and July.	London.	1926	....
1st Mortgage.....	2,500,000	7	Jan. & July.	N. Y. & Lond.	1892	....	Real Estate Mortgage.....	100,000	6	"	Baltimore.	1883	....
Pateron, Newark & N. Y. (Erie):							Portland & Ogdensburg (M. & N. H.)						
1st Mortgage, guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage, gold.....	794,000	6 1/2	Jan. & July.	Boston.	1900	....
Pekin, Line. & Decatur (T. W. & W.):							New Mort. gold, for \$3,500,000.	1,855,000	6 1/2	May and Nov.	"	1901	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	....	Portland and Ogdensburg (Vt.):						
Pemberon & Elights (U. O. of N.J.)							1st Mortgage gold.....	2,300,000	6 1/2	May and Nov.	N. Y. & Bos.	1891	....
1st Mortgage, guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	Portland and Rochester:						
Pennsylvania:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mort. (Harrisburg to Pittsb.)	4,970,000	6	Jan. & July.	Philadelphia.	1880	108 1/2	1st Mortgage (equal lien).....	300,000	7	April & Oct.	"	1887	....
General Mortgage.....	19,999,700	6	J. A. J. & O.	"	1910	127	2d Mortgage (Portland Loan).....	450,000	7	March & Sept.	"	1891	....
General Mortgage, registered.....	25,201,540	6 1/2	Jan. & July.	London.	1905	114	Port Royal and Augusta:						
Consolidated Mortgage.....	4,091,678	6 1/2	April & Oct.	Philadelphia.	77-90	....	1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
State lien for \$1,500,000, skg fd.	1,000,000	6	Jan. & July.	"	1881	....	Income bonds.....	1,500,000	6 1/2	"	"	1899	....
Navy Yard bonds, reg.....	3,000,000	6 1/2	"	"	....	....	Portsmouth, Mt. Falls & Conway:						
On Trust bonds (S. F. 10 p. c.)							Bonds guar. by Eastern R. R.	436,000	4 1/2	June & Dec.	Boston.	1907	....
Pennsylvania Company:							Poughkeepsie, Hart. & Boston:						
Judgment bonds.....	6,400,000	6	"	Philadelphia.	Dem.	....	1st Mort. for \$300,000.....	35,000	....	"	"	....	....
Registered bonds.....	3,200,000	6	J. A. J. & O.	"	1907	108 1/2	2d Mortgage.....	500,000	....	"	"	....	....
Pennsylvania Coal:							Providence and Springfield:						
1st Mortgage.....	402,000	7	Feb. & Aug.	New York.	1881	....	1st Mortgage.....	500,000	7	Jan. & July.	Providence.	1892	....
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage.....	1,082,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
2d Mortgage.....	419,000	7	April & Oct.	"	1903	....	New bonds.....	550,000	6	"	"	1897	....
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	120	1st Mort. (ass by C. B. & Q.)	340,000	5	Feb. & Aug.	Boston.	1895	....
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	123	Quincy and Palmyra:						
Peoria & Bureau Val. (C. R. I. & P.):							1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1902	....
1st Mortgage guaranteed.....	200,000	8	Feb. & Aug.	New York.	1893	....	Quincy and Toledo (T. W. & W.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy & Warsaw (C. B. & Q.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mortgage, guaranteed.....	720,000	8	Jan. & July.	Boston.	1890	....
Perkloren (Phila. and Rdg.):							Raleigh and Gaston:						
1st Mortgage.....	799,600	6	April & Oct.	Philadelphia.	1887	....	1st Mortgage.....	820,000	8	Jan. & July.	Phila. & Balt.	1898	....
Consol. Mort gold S. F.	1,125,000	6 1/2	June & Dec.	"	1913	....	Reading and Columbia (P. & R.):						
Petersburg:							1st Mort. Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	....
1st Mortgage (Installments).....	800,000	8	Jan. & July.	New York.	79-98	....	2d Mort. Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
2d Mortgage.....	500,000	8	May & Nov.	"	1902	....	1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....
Philadelphia and Atlantic City:							Rensselaer and Saratoga:						
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	Consol. Mort. for \$2,000,000....	1,925,000	7	May & Nov.	New York.	1921	123
Philadelphia and Balt. Central:							Rhinebeck and Connecticut.						
1st Mortgage (Penn. Div. 30 m)	800,000	7	Jan. & July.	Philadelphia.	1879	....	1st Mortgage.....	800,000	7 1/2	"	"	....	....
1st Mortgage (Md. Div. 91 m.)	300,000	6	"	"	1881	....	Richmond and Danville:						
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....	Virginia State Loan, skg. fd....	508,000	6	Jan. & July.	Richmond.	1890	....
Philadelphia and Erie (Penn.):							1st Mortgage.....	109,400	6	"	"	1875	....
1st Mort. (Sambury & Erie 40m)	974,000	7	April & Oct.	Philadelphia.	1897	117	1st Mort. (Feldmont Branch).....	500,000	6 1/2	"	"	1885	....
1st Mort. (\$3,000,000 are sterling)	5,000,000	6 1/2	Jan. & July.	Phil. or Lond.	1881	102 1/2	1st Mort. (Northwestern, N. Y.)	800,000	6 1/2	April and Oct.	N. Y. or Rich.	....	....
2d Mortgage.....	3,000,000	7	Jan. & July.	Philadelphia.	1888	113	Consolidated Mortgage.....	1,767,000	6 1/2	May and Nov.	New York.	78-90	....
General Mort. for \$20,000,000....	5,880,000	6 1/2	"	"	1920	....	Gen'l Mort. gold for \$5,000,000..	1,729,000	6 1/2	April & Oct.	"	1904	....
Philadelphia and Reading:							Rich. Fredericksburg & Potomac:						
Loan of 1868, debenture.....	1,126,500	6	Jan. & July.	Philadelphia.	1893	....	Sterling Loan.....	47,277	6 1/2	Jan. & July.	London.	78-95	....
Mort. Loans of 1842-44-48 & 49.	1,510,800	6	"	"	1910	....	Dollar Loan.....						

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage sfg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unencumbered.....	400,000	6	Jan. and July.	Baltimore.	1890	110
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	" " "	"	1890	114
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	" " "	"	1890	108
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co.....	300,000	6	" " "	"	1890	108
3d Mortgage.....	650,000	7	May and Nov.	"	1878	....	2d Mortgage preferred.....	600,000	6	" " "	"	1895	100
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	" " "	"	1900	116
Troy, Salem & Rutland (R. & S.):							4th Mortgage.....	1,000,000	6	" " "	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6	Jan. and July.	New York.	1890	108
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1898	108
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch):	1,000,000	6	Jan. and July.	"	1896	106
Union Pacific:							General Mortgage.....	1,200,000	7	" " "	"	....	....
1st Mortgage gold, tax free.....	27,231,000	6	Jan. & July.	N. Y. & Bost.	96-99	144	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	6,299,000	7	Apr. and Oct.	"	1897	112	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1898	....
2d Mortgage (Gov. subdly).....	27,236,512	6	Jan. & July.	U.S. Treasury.	96-99	....	West Jersey:						
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	117	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
Omaha Bridge Bonds Sterling.....	2,225,000	8	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	113
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	" " "	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	6	May and Nov.	New York.	1896	....	1st Mort. (Swedenborg) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subdly).....	1,000,000	6	Jan. & July.	U.S. Treasury.	96-7-8	60	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Union Pacific, S. Br. (M. K. & T.):							Consolidated Mortgage.....	1,000,000	7	" " "	"	1899	117
1st Mortgage gold, sfg fund.....	3,220,000	6	Jan. & July.	New York.	1899	....	West Wisconsin:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	86	1st Mort. land gr., gold sfg fund	3,900,000	7	Jan. and July.	N. Y. or Lond.	1887	....
United N. J. R. R. & Canal Co.:							1st Mort. (Southern Extension).	640,000	7	" " "	"	1902	....
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106	White Water Valley:						
Sterling Loan \$309,200 (U. Co's)	1,844,000	5	"	London.	1894	....	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan \$300,000 (")	1,800,000	6	"	"	1894	....	Wico Mico and Pocomoke:						
Loan of 1894 Sfg. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	Williamston and Tarboro':						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	"	....	....	1st Mortgage.....	850,000	8	May and Nov.	New York.	1900	....
Sterling S. F. \$262,000 (C. & A.)	1,310,000	6	Feb. and Aug.	London.	1890	....	Wilmington, Colum. & Augusta:						
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	105	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	86
Loan of 1889 (" " ")	866,000	6	June & Dec.	Princeton.	1889	108	Wilmington and Reading:						
Mortg. Loan (" " ")	5,000,000	6	May and Nov.	Philadelphia.	1889	112	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Wilmington and Weldon:						
Utah Central:							Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
Utah Southern:							Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1896	104
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	Wilmington and Western (Del.):						
Utica and Black River:							1st Mortgage.....	500,000	7	J. A. J. & O.	Phil. & Wilm.	1892	....
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	Winona & St. Peter (C. & N. W.):						
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109
Utica, Ithaca and Elmira:							2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	118
1st Mortgage, Sterling.....	1,500,000	7	Jan. & July.	London.	1902	....	Extension mortgage bonds.....	4,313,000	7	June & Dec.	"	1916	....
Vermont Cent.—See Central Vt.							Wisconsin Central:						
Vermont and Massachusetts:							1st M. L. G. gold S. F. \$425,000pm	4,613,500	7	Jan. and July.	Boston.	1901	....
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1888	103	Worcester (Md.):						
Convertible bonds, tax free.....	200,000	7	"	"	1879	114	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds.....	150,000	7	"	"	1886	167	Worcester and Nashua:						
Vicksburg and Meridian:							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	185,300	6	Various.	"	1881-87	77
General 2d series (blue).....	850,000	7	"	"	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1898	....
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1896	104
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	CANAL BONDS.						
Vineyard:							Chesapeake and Delaware:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	1st Mortgage sinking fund.....	1,983,750	6	Jan. and July.	Philadelphia.	1886	82
Virginia & Tennessee (A. M. & O.):							Chesapeake and Ohio:						
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	Sterling Loan guaranteed.....	4,375,000	6	J. A. J. & O.	London.	1890	....
2d Mortgage.....	990,000	6	"	"	1884	103	Preferred Bonds (next lien).....	1,099,500	6	Jan. and July.	Baltimore.	1895	92
3d Mortgage.....	960,000	8	March & Sept.	"	1900	117	Delaware Division (L. C. & N.):						
4th Mortgage.....	34,191	8	Jan. and July.	"	1875	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1895	90
Registered Certificates.....	226,900	8	"	"	1880	....	Delaware and Hudson:						
Funded Interest.....							1st Mort. (2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	108
Walkill Valley (Erie):							reg. (3d series, Jan. 1, 1871)	6,000,000	7	" " "	"	1891	109
1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York.	1901	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	103
Warren (D. L. & W.):							Registered bonds of 1874.....	2,000,000	7	" " "	"	1894	107
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Lehigh Coal and Navigation:						
2d Mortgage, guaranteed.....	760,000	7	May and Nov.	"	1900	109	Loan of 1877, Debentures.....	763,779	6	June & Dec.	Philadelphia.	1877	....
Warren & Franklin (F. T. & B.):							Convertible Debentures.....	41,560	6	March & Sept.	"	1882	90
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	103	Convertible Loan, gold.....	771,900	6	"	"	1894	102
Warwick Valley (Erie):							1st Mortgage, registered.....	5,881,953	6	J. A. J. & O.	"	1884	107
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Wasatch and Jordan Valley:							Mortgage (equip.) Loan, gold.....	4,658,500	6	June & Dec.	"	1897	104
1st Mortgage.....	150,000	9	May and Nov.	New York.	1893	....	Consolidated Mortgage.....	1,116,000	7	"	"	1911	120
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	80	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
2d Mort. (")	850,000	7	"	"	1891	....	Monongahela Navigation:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1878	105	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	105	Morris and Banking:						
3d Mort. (")	600,000	8	May and Nov.	"	1873	76	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
4th Mort. (")	700,000	8	March & Sept.	"	1880	44	Boat Loan, sinking fund.....	236,955	7	Apr. and Oct.	"	1899	....
Funded Coupons (do.)	722,684	....	"	"	1896	....	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
1st Mort. (Lynchburg & Danville)	621,070	....	Apr. and Oct.	"	1896	....	Pennsylvania:						
Virginia State Loan.....	213,932	....	Jan. and July.	"	92-98	....	1st Mortgage sfg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	81
Washington and Ohio:													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-2315-2316-2317-2318-2319-2320-2321-2322-2323-2324-2325-2326-2327-2328-2329-2330-2331-2332-2333-2334-2335-2336-2337-2338-2339-2340-2341-2342-2343-2344-2345-2346-2347-2348-2349-2350-2351-2352-2353-2354-2355-2356-2357-2358-2359-2360-2361-2362-2363-2364-2365-2366-2367-2368-2369-2370-2371-2372-2373-2374-2375-2376-2377-2378-2379-2380-2381-2382-2383-2384-2385-2386-2387-2388-2389-2390-2391-2392-2393-2394-2395-2396-2397-2398-2399-2400-2401-2402-2403-2404-2405-2406-2407-2408-2409-2410-2411-2412-2413-2414-2415-2416-2417-2418-2419-2420-2421-2422-2423-2424-2425-2426-2427-2428-2429-2430-2431-2432-2433-2434-2435-2436-2437-2438-2439-2440-2441-2442-2443-2444-2445-2446-2447-2448-2449-2450-2451-2452-2453-2454-2455-2456-2457-2458-2459-2460-2461-2462-2463-2464-2465-2466-2467-2468-2469-2470-2471-2472-2473-2474-2475-2476-2477-2478-2479-2480-2481-2482-2483-2484-2485-2486-2487-2488-2489-2490-2491-2492-2493-2494-2495-2496-2497-2498-2499-2500-2501-2502-2503-2504-2505-2506-2507-2508-2509-2510-2511-2512-2513-2514-2515-2516-2517-2518-2519-2520-2521-2522-2523-2524-2525-2526-2527-2528-2529-2530-2531-2532-2533-2534-2535-2536-2537-2538-2539-2540-2541-2542-2543-2544-2545-2546-2547-2548-2549-2550-2551-2552-2553-2554-2555-2556-2557-2558-2559-2560-2561-2562-2563-2564-2565-2566-2567-2568-2569-2570-2571-2572-2573-2574-2575-2576-2577-2578-2579-2580-2581-2582-2583-2584-2585-2586-2587-2588-2589-2590-2591-2592-2593-2594-2595-2596-2597-2598-2599-2600-2601-2602-2603-2604-2605-2606-2607-2608-2609-2610-2611-2612-2613-2614-2615-2616-2617-2618-2619-2620-2621-2622-2623-2624-2625-2626-2627-2628-2629-2630-2631-2632-2633-2634-2635-2636-2637-2638-2639-2640-2641-2642-2643-2644-2645-2646-2647-2648-2649-2650-2651-2652-2653-2654-2655-2656-2657-2658-2659-2660-2661-2662-2663-2664-2665-2666-2667-2668-2669-2670-2671-2672-2673-2674-2675-2676-2677-2678-2679-2680-2681-2682-2683-2684-2685-2686-2687-2688-2689-2690-2691-2692-2693-2694-2695-2696-2697-2698-2699-2700-2701-2702-2703-2704-2705-2706-2707-2708-2709-2710-2711-2712-2713-2714-2715-2716-2717-2718-2719-2720-2721-2722-2723-2724-2725-2726-2727-2728-2729-2730-2731-2732-2733-2734-2735-2736-2737-2738-2739-2740-2741-2742-2743-2744-2745-2746-2747-2748-2749-2750-2751-2752-2753-2754-2755-2756-2757-2758-2759-2760-2761-2762-2763-2764-2765-2766-2767-2768-2769-2770-2771-2772-2773-2774-2775-2776-2777-2778-2779-2780-2781-2782-2783-2784-2785-2786-2787-2788-2789-2790-2791-2792-2793-2794-2795-2796-2797-2798-2799-2800-2801-2802-2803-2804-2805-2806-2807-2808-2809-2810-2811-2812-2813-2814-2815-2816-2817-2818-2819-2820-2821-2822-2823-2824-2825-2826-2827-2828-2829-2830-2831-2832-2833-2834-2835-2836-2837-2838-2839-2840-2841-2842-2843

Abstract of General Balance Sheet.										Value of Shares.	
										Par.	P. & S.
										Dividend %.	Earnings.
										Net.	Gross.
										Freight.	Passenger.
										Trains Moved.	Railroad Operated.
										Surplus Income.	Accounts.
										Bonds.	Stocks.
										Accounts and Cash.	Assets.
										Rolling Stock.	Railroad.
										Property and Assets.	Liabilities.
										Accounts.	Bonds.
										Stocks.	Accounts and Cash.
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										Stocks.	Accounts and Cash.
										Assets.	Rolling Stock.
										Railroad.	Property and Assets.
										Accounts.	Liabilities.
										Accounts.	Bonds.
										Stocks.	Accounts and Cash.
										Assets.	Rolling Stock.
										Railroad.	Property and Assets.
										Accounts.	Liabilities.
										Accounts.	Bonds.
										Stocks.	Accounts and Cash.
										Assets.	Rolling Stock.
										Railroad.	Property and Assets.
										Accounts.	Liabilities.
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										Stocks.	Accounts and Cash.
										Assets.	Rolling Stock.
										Railroad.	Property and Assets.
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										Stocks.	Accounts and Cash.
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										Railroad.	Property and Assets.
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										Assets.	Rolling Stock.
										Railroad.</	

1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	
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RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all" and running dots (....) signify "not ascertainable." Land Grant Railroads are distinguished by a *.

Abstract of General Balance Sheet.										Operations.										Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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[illegible]

Illinois Central Railroad.

During the month of May the traffic on the lines operated by this company was:

In Illinois.....\$497,184 00
In Iowa (leased lines)..... 129,720 00

Total.....\$626,854 00

The traffic for the same month in 1879, on the same mileage, was:

In Illinois.....\$445,832 62
In Iowa (leased lines)..... 130,128 16

Total.....\$575,460 78

During May, 1880, the land sales were 1,840.99 acres for \$10,203 08, and the cash collected on land contracts was \$12,648 08.

New York, June 10th, 1880.

L. A. CATLIN, Secretary.

Statement of the Public Debt of the United States, June 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. 1880 bonds, 1881-1882.....	\$16,023,000 00	\$400,822 00
1 per cent. 1881 bonds, 1881-1882.....	747,050 00	18,078 25
1 per cent. 1881 bonds, 1881-1882.....	181,414,700 00	4,033,387 50
1 per cent. 1881 bonds, 1881-1882.....	63,807,150 00	1,595,178 75
1 per cent. funded loan of 1881.....	488,848,700 00	2,036,889 38
1 per cent. funded loan of 1891.....	250,000,000 00	2,612,500 00
1 per cent. funded loan of 1907.....	739,434,700 00	4,923,564 87
Refunding Certificates.....	1,413,100 00	9,420 66
2 per cent. navy pension fund, 1868.....	14,000,000 00	175,000 00

Aggregate of debt bearing interest.....\$1,735,698,400 00
Interest due and unpaid..... 2,990,785 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837-1846.....	\$57,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
5 per cent. bonds, 1847.....	1,250 00	22 00
5 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1858.....	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
5 per cent. 5-20 bonds, called 1862.....	393,550 00	5,118 17
5 per cent. 5-20 bonds, called June, 1864.....	65,250 00	835 28
5 per cent. 5-20 bonds, called 1865.....	114,560 00	51,168 21
5 per cent. 10-40 bonds, called, 1864.....	2,389,300 00	263,17 51
5 per cent. Consol. bonds, called, 1865.....	631,700 00	7,787 91
5 per cent. Consol. bonds, called, 1867.....	2,467,300 00	273,624 24
5 per cent. Consol. bonds, called, 1868.....	874,450 00	94,337 19
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,068 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
5 per cent. treasury notes, 1847.....	950 00	57 00
5 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
5 per cent. treasury notes, 1861.....	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	18,000 00	1,137 65
5 per cent. 1 year notes, 1863.....	46,775 00	2,350 85
5 per cent. 2 year notes, 1863.....	36,050 00	1,907 99
5 per cent. compound interest notes, 1863-64.....	243,210 00	49,450 48
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,900 00	5,388 14
5 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,900 00	244 19
5 per cent. certificates called.....	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....\$8,134,965 26
Interest due and unpaid.....\$830,568 75

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$61,030 00
10 per cent. notes, 1862-63.....	548,851,016 00
Certificates of deposit.....	12,815,000 00
Fractional currency, 1862-64.....	15,592,934 37
Coin certificates, 1863.....	8,050,100 00
Silver certificates, 1873.....	12,224,370 00
Unclaimed interest.....	7,777 03

Aggregate of debt bearing no interest.....\$395,424,850 37
Interest due and unpaid.....\$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$212,601,000 00	
Bonds at 5 per cent.....	488,848,700 00	
Bonds at 4 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,434,700 00	
Refunding certificates.....	1,413,100 00	
Navy pension fund, 3 per cent.....	14,000,000 00	
	\$1,735,698,400 00	\$18,964,187 41
Debt on which interest has ceased since maturity.....	8,134,965 26	830,568 75
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$346,742,046 00	
Certificates of deposit.....	12,815,000 00	
Fractional currency.....	15,592,934 37	
Coin and Silver Certificates.....	20,274,370 00	
	\$395,424,850 37	7,777 03
Unclaimed interest.....		7,777 03
	\$2,139,257,715 63	\$19,742,521 19
Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,139,257,715 63	\$19,742,521 19

AMOUNT IN TREASURY.

Interest due and unpaid.....	\$2,990,785 00
Debt on which interest has ceased.....	8,134,935 26
Interest thereon.....	820,568 75
Gold and silver certificates.....	20,274,370 00
U S Notes held for redemption of certificates of deposit.....	12,815,000 00
Cash balance available June 1, 1880.....	161,667,539 96
	\$206,413,516 97

Debt, less amount in Treasury, Jun. 1, 1880.....\$1,932,844,198 66

Debt, less amount in Treasury, on the ult. 1, 1880.....\$1,932,844,198 66

Decrease of debt during the month.....\$15,928,683 87

Decrease of debt since June 30, 1879.....\$74,820,536 62

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,886,120 00	\$647,123 00
Kansas Pacific bonds, 1862-64.....	6,303,000 00	157,875 00
Union Pacific bonds, 1862-64.....	27,236,512 00	690,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	49,264 00
St. Louis and Pacific bonds, 1862-64.....	1,623,320 00	40,708 00
Totals.....	\$64,623,512 00	\$1,015,597 80

Interest paid by United States, \$45,051,185 94; interest repaid by transportation of mails, &c., \$13,084,815 67; interest repaid by cash payments: 5 per cent net earnings \$65,198 37; balance of interest paid by United States \$31,911,141 40.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Chicago and Northwestern Railway.

An advance statement from the forthcoming report of the Chicago and Northwestern Railway Company for the year ending May 31, 1880, gives the following figures:

	1878-79.	1879-80.
Passengers.....	\$2,844,062 77	\$3,278,150 14
Freight.....	9,924,030 47	11,923,279 32
Express.....	254,653 51	269,986 38
Mail.....	261,694 23	250,967 60
Miscellaneous.....	136,165 00	103,655 74

Total.....\$13,420,605 98 \$15,832,039 18

Proprietary roads. 1,160,815 41 1,436,409 64

Grand total.....\$14,580,921 39 \$17,268,448 82

—showing an increase of \$2,411,433 20; including the proprietary roads, the increase is \$2,687,527 43.

The earnings of the Des Moines and Minneapolis railroad and the Sheboygan and Western railway are not included in the above statement. It will be seen that of the \$15,832,039 earned by the Chicago and Northwestern proper, aside from the proprietary lines, over 74 per cent was received from freight, and only a little over 20 per cent from passengers.

Philadelphia Stock Exchange.

Closing Prices for the week ending June 15.

	W. 9.	Th. 10.	F. 11.	Sat. 12.	M. 13.	Tu. 14.	W. 15.
Allegheny Val. 13-10s.....	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
1s, income.....	25	25	25	25	25	25	25
Jamden & Am. 6s, 1885.....	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
6s, 1885.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Mort. 6s, 1885.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Camden and Atlantic.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Preferred.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
1st mortgage.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
2d mortgage.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Oatawissa.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Preferred.....	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
1s, new.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Del. & Bound Brook.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
1s.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Elmira & Williamsport.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Preferred.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Hunt. & B. To. Mt.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Preferred.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
2d mortgage.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Lehigh Navigation.....	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
6s, 1884.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Gold Loan.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Railroad Loan.....	106	106	106	106	106	106	106
Conv. Gold Loan.....	106	106	106	106	106	106	106
Consol. Mort. 7s.....	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Lehigh Valley.....	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2
1st mort. 7s, coupon.....	116	116	116	116	116	116	116
1st mort. 7s, reg.....	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
2d mort. 7s.....	112	112	112	112	112	112	112
Consol. mort. 6s.....	112	112	112	112	112	112	112
Consol. mort. 6s, reg.....	112	112	112	112	112	112	112
Little Schuylkill.....	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
Winchill & Beh. Haven 5 1/2.....	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
North Pennsylvania.....	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2
1st mortgage 6s.....	116	116	116	116	116	116	116
2d mortgage 7s.....	116	116	116	116	116	116	116
Gen'l mort. 7s, coup. 116.....	116	116	116	116	116	116	116
Gen'l mort. 7s, reg.....	116	116	116	116	116	116	116
Northern Central.....	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
6s.....	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Northern Pacific.....	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Preferred.....	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Pennsylvania R. R. 5 1/2.....	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
1st mortgage.....	116	116	116	116	116	116	116
Gen'l mortgage.....	116	116	116	116	116	116	116
Gen'l mort. reg.....	114	114	114	114	114	114	114
Consol. mort. 6s.....	114	114	114	114	114	114	114
Consol. mort. 6s, reg.....	114	114	114	114	114	114	114
Penn. State 6s, 3d series.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
do. 3d series 1884.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
do. 5s, new.....	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2
do. 4s.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Phila. and Reading.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
1st Mortgage 6s.....	112	112	112	112	112	112	112
1s, of 1884.....	112	112	112	112	112	112	112
1s, new convertible.....	112	112	112	112	112	112	112
Consol. mortgage 7s.....	113	113	113	113	113	113	113
Consol. mortgage reg.....	113	113	113	113	113	113	113
Gen'l mortgage 6s.....	113	113	113	113	113	113	113
Philadelphia and Erie.....	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
1st mortgage, 6s.....	113	113	113	113	113	113	113
2d mortgage, 7s.....	113	113	113	113	113	113	113
Pittsb., Cin. & St. L. 7s.....	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Pittsb., Titusv. & Rud. 15 1/2.....	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
7s.....	80	80	80	80	80	80	80
Schuylkill Navigation.....	80	80	80	80	80	80	80
Preferred.....	80	80	80	80	80	80	80
6s, 1872.....	161	161	161	161	161	161	161
6s, 1882.....	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2
United Co. of N. Jersey.....	161	161	161	161	161	161	161
Houstonville, (Horse) 16 1/2.....	19	19	19	19	19	19	19
Chestnut & Wal. (do).....	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Green and Center (do).....	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2

New York Stock Exchange.

(Thursday's quotations follow money article.)
Closing Prices for the week ending June 16.

	Th.10.F.11	Sat.12	M.14	Tu.15	W.16
Adams Express.....	112	111	112	112	104
Albany and Susq.....	104	104	104	104	104
1st mortgage.....	104	104	104	104	104
2d mortgage.....	104	104	104	104	104
American Express.....	58	58	58	58	58
Atlantic & Pacific Tel. 40	39	40	41	42	41
Burl. C. R. & Nor.....	60	60	60	60	60
1st mortgage.....	89	89	89	89	89
Canada Southern.....	64	64	64	64	64
1st mortgage guar.....	90	90	91	91	91
Central of N. Jersey.....	62	19	60	61	60
1st mortgage 1890.....	101	100	101	101	101
1st mortgage, consol., 1900.....	100	100	101	101	101
1st mortgage, conv., 1900.....	100	100	101	101	101
1st mortgage, income.....	100	100	101	101	101
Adjustment.....	104	104	104	104	104
Central Pacific.....	71	70	70	70	70
1st mortgage.....	114	114	114	114	114
1st M. (San Joaquin).....	105	105	105	105	105
1st M. (Cal. and Or.).....	105	105	105	105	105
Land grant.....	105	105	105	105	105
Chesapeake and Ohio.....	17	17	17	17	17
Chicago and Alton.....	107	107	107	107	107
Preferred.....	107	107	107	107	107
1st mortgage.....	107	107	107	107	107
Sinking Fund.....	107	107	107	107	107
Chic. Burl. & Quincy 118	118	118	118	118	118
1st mortgage, 1900.....	122	122	122	122	122
Chic. M. and St. Paul 74	74	74	74	74	74
Preferred.....	104	104	104	104	104
1st mortgage.....	104	104	104	104	104
2d mortgage.....	104	104	104	104	104
1st mortgage, 7 3-10.....	104	104	104	104	104
1st mortgage.....	104	104	104	104	104
1st M. (La Crosse div.).....	104	104	104	104	104
1st M. (I. and M. div.).....	104	104	104	104	104
1st M. (I. and D. div.).....	104	104	104	104	104
1st M. (H. & D. div.).....	104	104	104	104	104
1st M. (C. & M. div.).....	104	104	104	104	104
Consolidated S. F. 116	116	116	116	116	116
Cons. & Northwestern 93	93	93	93	93	93
Preferred.....	109	109	109	109	109
1st mortgage.....	109	109	109	109	109
Sinking Fund.....	109	109	109	109	109
Consolidated 7s.....	109	109	109	109	109
Consol. Gold bonds.....	109	109	109	109	109
Do. reg.....	109	109	109	109	109
Chic. Rock Isl. & Pac 204	204	204	204	204	204
1st mortgage.....	119	119	119	119	119
Chic. Col. C. and Ind. 71	69	68	70	70	68
1st mortgage.....	116	116	116	116	116
Clev. & Pittsburgh guar 116	116	116	116	116	116
7s, Consolidated.....	116	116	116	116	116
4th mortgage.....	116	116	116	116	116
Col. Ohl. & Ind. Cent 14	14	14	14	14	14
1st mortgage.....	14	14	14	14	14
2d mortgage.....	14	14	14	14	14
Del. & Hudson Canal 70	68	70	71	70	68
Reg. 7s, 1891.....	108	108	108	108	108
Reg. 7s, 1894.....	108	108	108	108	108
Reg. 7s, 1894.....	108	108	108	108	108
Del. Lack. & Western 76	73	75	76	76	74
2d mortgage 7s.....	102	102	102	102	102
7s, Consol. 1907.....	102	102	102	102	102
Erie Railway.....	102	102	102	102	102
1st mortgage.....	102	102	102	102	102
2d mortgage.....	102	102	102	102	102
4th mortgage.....	102	102	102	102	102
5th mortgage.....	102	102	102	102	102
7s, Consol. gold.....	118	119	119	119	119
Great Western 1st mort.....	99	99	99	99	99
Hannibal & St. Joseph 20	20	20	20	20	20
Preferred.....	72	70	71	73	74
8s, Convertible.....	107	107	107	107	107
Houston & Tex. Cent. 63	63	63	63	63	63
1st mortgage.....	109	109	109	109	109
Illinois Central.....	103	103	103	103	103
Lake Shore & Mich. So. 102	102	102	102	102	102
Consol. 7s.....	102	102	102	102	102
Consol. 7s, reg.....	102	102	102	102	102
2d Consolidated.....	116	116	116	116	116
Leh. & W.B. 7s, Con.....	116	116	116	116	116
Long Dock bonds.....	116	116	116	116	116
Louisville & Nashville 120	120	120	121	121	121
7s, Consolidated.....	117	117	117	117	117
Manhattan 311	301	301	301	301	301
Metropolitan Elevated 97	97	98	100	102	102
1st mortgage.....	101	101	101	101	101
Michigan Central.....	85	84	85	86	85
7s, 1902.....	117	117	117	117	117
M. & N. Y. 1st S.F. 108	102	102	102	102	102
Morris and Essex.....	108	102	102	102	102
1st mortgage.....	118	118	118	118	118
2d mortgage.....	118	118	118	118	118
7s of 1871.....	118	118	118	118	118
7s, Convertible.....	118	118	118	118	118
7s, Consolidated.....	118	118	118	118	118
N. Y. Cent. & Hud. Riv 127	126	126	126	126	126
6s, Sinking fund, 1888.....	126	126	126	126	126
6s, Sinking fund, 1897.....	126	126	126	126	126
1st mortgage.....	126	126	126	126	126
1st mortgage, reg.....	126	126	126	126	126
N. Y. Elevated.....	117	117	117	117	117
1st mortgage.....	118	118	118	118	118
N. York and Harlem.....	118	118	118	118	118
Preferred.....	118	118	118	118	118
1st mortgage.....	126	126	126	126	126
1st mortgage.....	126	126	126	126	126

New York Stock Exchange.

(Thursday's quotations follow money article.)
Closing Prices for the week ending June 16.

	Th.10.F.11	Sat.12	M.14	Tu.15	W.16
N.Y. Lake Erie & W. 26	26	26	26	26	26
Preferred.....	26	26	26	26	26
2d Consolidated.....	84	84	84	84	84
New 2d 5s fund.....	78	78	78	78	78
N.Y. N. Haven & Harl.....	118	118	118	118	118
North Missouri 1st M.....	26	24	25	26	25
Preferred.....	47	47	47	47	47
Ohio and Mississippi.....	29	28	28	29	28
Preferred.....	71	71	71	71	71
2d mortgage.....	109	109	110	111	110
Consolidated 7s.....	109	109	110	111	110
Consol. Sinking fund.....	109	109	110	111	110
Pacific Mail S. S. Co. 58	37	37	38	39	38
Pacific R. R. of Mo.....	108	108	108	108	108
1st mortgage.....	108	108	108	108	108
2d mortgage.....	108	108	108	108	108
Panama.....	17	16	16	17	17
Philadelphia & Reading 21	123	123	123	123	123
Pitts., Ft. W. & Chi. gtd.....	123	123	123	123	123
1st mortgage.....	123	123	123	123	123
2d mortgage.....	123	123	123	123	123
3d mortgage.....	123	123	123	123	123
Pullman Palace Car.....	11	11	11	11	11
Quicksilver Mining Co. 11	10	10	10	10	10
Preferred.....	51	51	51	51	51
St. Louis & San Fran. 34	34	34	34	34	34
Preferred.....	46	46	46	46	46
1st Preferred.....	60	60	60	60	60
St. L., Alton and T. H. 16	16	16	16	16	16
Preferred.....	103	103	103	103	103
1st mortgage.....	103	103	103	103	103
2d mort. preferred.....	103	103	103	103	103
Income bonds.....	103	103	103	103	103
St. L., Iron Mt. & S. As 44	43	43	43	44	44
1st mortgage.....	100	100	100	100	100
2d mortgage.....	100	100	100	100	100
Tol. P. & War. 1st E.D. 100	100	100	100	100	100
1st mort. West. Div. 100	100	100	100	100	100
Union Pacific.....	89	89	89	89	89
1st mortgage.....	114	114	114	114	114
Land Grant 7s.....	112	112	112	112	112
Sinking Fund 8s.....	117	117	117	117	117
United States Express 47	46	46	46	46	46
Wabash.....	112	112	112	112	112
1st mortgage.....	100	100	100	100	100
2d mortgage.....	99	99	99	99	99
7s, Consolidated.....	98	98	98	98	98
St. Louis Division.....	98	98	98	98	98
Wabash, St. L. & Pac. 85	84	84	84	84	84
Preferred.....	62	62	62	62	62
New Mort. 7s.....	92	92	92	92	92
Wells-Fargo Express.....	107	107	107	107	107
Western Pacific bonds.....	100	100	100	100	100
Western Union Tel. 100	101	101	101	101	101
7s, S.F. conv., 1900.....	101	101	101	101	101

Boston Stock Exchange.

Closing Prices for the week ending June 16.

	Th. 10. F. 11.	Sat. 12.	M. 14.	Tu. 15.	W. 16.
Atch., Top. and Sav. Fe 109	119	119	119	119	119
1st mortgage.....	119	119	119	119	119
2d mortgage.....	119	119	119	119	117
Land Grant 7s.....	119	119	119	119	119
Boston and Albany..... 144	144	144	144	144	144
7s, reg.....	144	144	144	144	144
Boston and Lowell.....	120	120	120	120	120
Boston and Maine..... 120	120	120	120	95	95
Boston and Providence.....	120	120	120	120	120
Boston, Hart. & Erie 39	38	38	39	38	39
Burl. & Mo. R. L. G. 7s.....	108	108	108	108	108
Burl. & Mo. R. in Neb.....	79	79	79	79	79
6s, exempt.....	79	79	79	79	79
4s..... 79	79	79	79	79	79
Ohl., Burl. and Quincy 118	118	118	118	118	118
7s.....	118	118	118	118	118
Om., Sand. and Clev. 12	12	12	12	12	13
Concord (\$50).....	12	12	12	12	13
Connecticut River.....	12	12	12	12	12
Eastern..... 33	33	33	33	33	33
New 4s Bonds..... 95	94	94	94	94	95
Fitchburg..... 124	124	124	124	124	124
Kan. C., Top. & West.....	124	124	124	124	124
Michigan Central.....	37	36	37	37	37
N. Y. & New England..... 37	36	36	37	37	37
7s..... 110	110	110	110	109	109
Northern, N. H.....	110	110	110	110	110
Norwich & Worcester.....	28	28	28	28	28
Ogden & Lake Cham. 29	28	25	28	28	27
Preferred.....	79	79	79	79	79
Old Colony..... 113	113	113	113	113	113
Ph. Wil. & Balt. (\$50) 70	70	70	70	71	114
Portl'd, Saco & Ports.....	70	70	70	70	70
Pueblo & Ark. Val.....	110	110	110	110	110
7s..... 110	110	111	111	111	111
Pullman Palace Car..... 112	112	112	113	113	113
Union Pacific..... 90	90	90	90	90	90
4s.....	111	111	111	111	111
Land Grant 7s.....	115	115	115	115	115
Sinking Fund 8s.....	115	115	115	115	115
Vermont and Canada.....	18	18	18	18	18
Vermont and Mass.....	55	55	55	55	55
Worcester and Nashua 55	55	55	55	55	55
Cambridge (Horse).....	67	67	67	67	67
Metropolitan (").....	67	67	67	67	67
Middlesex (").....	67	67	67	67	67
Cal. & Recla Mining Co. 220	223	223	227	227	227
Quincy..... 25	25	25	25	25	25

Secretary of the Treasury accepted \$2,000,000 as follows:—E. Sweet & Co., \$2,000 sixes, '80, 104½; \$360,000 sixes, '81, 106.91 @ 108.94; \$25,000 fives, '81, 108.23. Masgrave & Co., \$2,000 fives, '81, 103.30. Kuhn, Loeb & Co., \$200,000 fives, '81, 103.20 @ 103.29. Drexel, Morgan & Co., \$80,000 sixes, '81, 106.99; \$2,000 fives, '81, 103.30. Fisk & Hatch, \$10,000 sixes, '80, 104.08; \$300,000 sixes, '81, 106.92; \$300,000 fives, '81, 103.23. L. Von Hoffman & Co., \$6,000 sixes, '80, 104.86; \$300,000 fives, '81, 103.18 @ 103.22. Speyer & Co., \$160,000 fives, '81, 103.24. Krohn & Schumacher, \$55,000 sixes, '81, 106.91; \$10,000 fives, '81, 103.27. First National Bank, \$68,000 fives, '81, 103.30. E. S. Bolin & Co., \$20,000 fives, '81, 103.27.

With the advance in Cleveland and Pittsburg and Pittsburg, Fort Wayne and Chicago, leased to the Pennsylvania R. R., the Columbus, Chicago and Indiana Central mortgages and incomes go up. The incomes are 40%, and the bonds 87½ per cent. The impression on the street is that the lessee—the Pennsylvania R. R.—has settled with the Columbus, Chicago and Indiana Central Road. If not now true it will have to come to this end. The settlement ought to have been quietly made six or eight years ago.

The managers of the Elevated Roads are just now feeling very fine. Both roads have made 2½ per cent quarterly dividends, which they will pay July 1, and the Metropolitan will sell a second mortgage on favorable terms. The Manhattan Elevated stock, connected with both roads, advances 4½ per cent this week.

Commercial like financial markets have ruled much like the week before, except that the clique have continued to ship out wheat more freely, in view of approaching harvest which is already upon them in the Southern and Middle States, with large crops again. Hence the tendency has been downward again on all breadstuffs, while provisions have been continually strengthening. Cotton has been dull on another large and forward crop. Ocean freights have been higher on an active demand from the Wheat Clique.

At a regular meeting of the Governing Committee of the Stock Exchange on the 9th inst. the following securities were admitted to the list:

Texas and Pacific Railway Company. (1.) Stock to the amount of \$6,173,400, held in trust in the names of Frank S. Bond, Alfred Galtner and W. T. Walters, surviving trustees, who have issued to the owners certificates representing their respective interests in the shares so held in trust, the trust to cease on October 1 next. This stock will be dealt in on the Exchange in the shape of the trust certificate. (2.) First mortgage 6 per cent gold construction bonds, issued and to be issued on the Rio Grande Division to the amount of \$15,400,000, at the rate of \$25,000 per mile, as 616 miles of road between Fort Worth and the Rio Grand River at El Paso are constructed and put in operation. The bonds are dated January 20 1880, and are payable on February 1, 1880, and in addition to their being a first lien on the road, they are secured by a mortgage upon any land script and lands which may be acquired from the State of Texas by the construction of that division of the road. The present amount admitted is \$5,000,000.

Danbury and Norwalk Railroad Company. Stock to the amount of \$600,000 out of a total authorized issue of \$1,000,000, in shares of \$50 each. The company operates a road extending from Danbury to South Norwalk, Conn., twenty-

three miles, with ten miles of branches. The bonded debt is \$500,000, bearing 7 per cent interest, but there is no floating debt. The gross earnings for the year ending April 1, 1880, were \$181,409.

Denver and Rio Grande Railway Company: (1.) Stock to the amount of \$16,000,000. (2.) First consolidated mortgage 7 per cent bonds to the amount of \$8,475,000. The company now has 337 miles of road in operation, with 565 miles in course of construction. The total authorized issue of stock is \$30,000,000, and of the consolidated bonds \$30,000,000. The bonds are intended to take up \$6,382,500 first mortgage 7 per cent bonds, covering 391 miles from Denver to Elmore and Alamosa and \$1,040,000 first mortgage 7 per cent bonds on the Arkansas Valley Division, the remainder of the issue to be used for purposes of new construction with the lien limited to \$15,000 per mile. The bonds are payable in thirty years and have the benefit of a sinking fund. The net earnings of the 337 miles of operated road for the six months ending December 31, 1879, were reported by the receiver at \$396,724. The gross earnings under the company's own management since January 1, 1880, have been as follows: January, \$124,090; February, \$109,280; March, \$168,180; April, \$165,250; May 1 to 14, \$81,230. Total, \$643,030.

Cincinnati, Indianapolis, St. Louis and Chicago Railway Company: (1.) Stock to the amount of \$4,000,000; (2.) Consolidated 6 per cent mortgage bonds, to the amount of \$1,000,000, payable May 1, 1920. The total authorized issue is \$7,500,000, it being intended to exchange the consolidated mortgage bonds for the following divisional bonds: Indianapolis and Cincinnati bonds of 1858, \$1,600,000; Cincinnati and Indiana bonds of 1862, \$499,000; Cincinnati and Indiana bonds of 1867, \$1,501,000; Cincinnati and Indiana funded interest bonds, \$44,000; Indianapolis, Cincinnati and Lafayette, 1867, \$2,800,000; Indianapolis, Cincinnati and Lafayette funded interest bonds, \$79,000; Indianapolis, Cincinnati and Lafayette equipment bonds, \$365,000; total, \$6,885,000; Consolidated bonds sold \$615,000; total new issue, \$7,500,000. The company's road extends from Cincinnati, O., to Lafayette, Ind., a distance of 179 miles; its floating debt is \$450,000. The directors are Messrs. Thomas H. Perkins, George Bliss, Charles G. Landon, Thomas A. Morris, John King, Jr., George Hoadley, S. J. Broadwell, Hervey Bates, Thomas D. Yessler, C. W. Short, George Willshire, M. E. Ingalls and Thomas H. Sharp.

St. Louis and San Francisco Railway Company—First mortgage sinking fund equipment bonds, to the amount of \$1,000,000, payable June 1, 1895, and bearing 7 per cent interest.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 39½ @ 40¾; Burlington, Cedar Rapids and Northern, 60 @ 61; Canada Southern, 54¼ @ 54½; Central of New Jersey, 60¾ @ 60½; Central Pacific, 69 @ —; Chicago and Northwestern, 92 @ 92½; do. pref., 107¼ @ 108; Chesapeake and Ohio, 17½ @ 18; do. 1st pref., 24 @ 26; do. 2d pref., 18½ @ 20; Chicago, St. Paul and Minneapolis, 51½ @ 52½; Chicago, Milwaukee and St. Paul, 75½ @ 75¾; do. pref., 102½ @ 104; Chicago, Rock Island and Pacific, new, 102 @ 102¼; Chicago and Alton, 107¼ @ 108¼; do. pref., 124 @ 126; Chicago, Burlington and Quincy, 117¼ @ 118; Chicago, St. Louis and New Orleans, 27½ @ 28½; Cleveland, Columbus, Cincinnati and Indianapolis, 68 @ 70; Col., Chicago and Indiana Central, 15½ @ 15¾; Delaware and Hudson Canal, 69¾ @ 70; Delaware, Lackawanna and Western, 75¾ @ 75¾; Hannibal and St. Joseph, 33½ @ 33¾; do. pref., 73¼ @ 73¾; Houston and Texas Central, 62¾ @ 64; Illinois Central, 103 @ 104; Lake Erie and Western, 26¼ @ 26½; Lake Shore and

Michigan Southern, 103¼ @ 104¼; Louisville and Nashville, 120¼ @ 120½; Michigan Central, 87¼ @ 87½; Morris and Essex, 108½ @ 104; Manhattan Railway, 83¾ @ 84; Metropolitan Elevated, 101 @ 101¾; New York Elevated, 115¼ @ 118; New York Central and Hudson River 125¼ @ 126; New York, Lake Erie and Western, 86¾ @ 87; do. pref., 59 @ 59¼; New York, Ontario and Western, 28 @ 28¼; Northern Pacific, 25¾ @ 26; do. pref., 47 @ 47½; Ohio Central, 18¼ @ 19; Ohio and Miss., 28¾ @ 28¾; do. pref., 70½ @ 72½; Pacific Mail, 38½ @ 38½; Panama, 176 @ 185; Philadelphia and Reading, 17¾ @ 18; St. Louis and San Francisco, 38 @ 38½; do. pref., 44½ @ 45¼; do. 1st pref., 66½ @ 68; St. Louis, Iron Mountain and Southern, 44½ @ 44¾; St. Paul and Sioux City, 39 @ 40; do. pref., 74 @ 75; St. Louis, Alton and Terre Haute, 15 @ 17; do. pref., — @ 60; Union Pacific, 89 @ 89¼; Western Union Telegraph, 104½ @ 104¾; Wabash, St. Louis and Pacific, 34½ @ 34¾; do. pref., 63 @ 63¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. bonds, ass., 106; Buffalo and Erie 7s, new, 118; Boston and New York Air Line, 43; Boston, Hartford and Erie 1st, 38½; Chicago, St. Louis and New Orleans, 28; do. 1st consol., 106; Chicago, St. Paul and Minn., 51¾; do. 1st, 102¾; do. L. G. inc., 100; Chicago and Eastern Illinois 1st, 98; Chesapeake and Ohio 1st pref., 25¼; do. 1st, Series B, 64; do. cur. int., 37; Col., Chi. and Ind. Cent. 1st, Trust Co. certif. ass. 87; do. inc., 38½; Central Iowa 1st, 100; Cleve., Col., Cin. and Ind. consol., 112½; Chicago, Milwaukee and St. Paul 1st, S. Minn. Div., 102½; Cairo and Fulton 1st, 100; Denver and Rio Grande 1st, 101¼; Delaware and Hudson 1st, Penn. div., 113; East Tenn., Va. and Ga. 1st, 109; Houston and Texas Central 1st, Inc. and Ind., 94; do. Waco and N. W. div., 107½; Ind., Bloom. and Western, 30½; do. 1st, 73¾; do. inc., 50; International and Gt. Northern 1st, 99; do. 2d pref. inc., 33½; Indianapolis, Decatur and Springfield 1st, 98½; Joliet and Chicago 1st, 108½; Kansas Pacific 1st consol., 94; do. 6s, J. & D. 1896, with coupon certif., 115; do. 6s, Denver Div., ass., with coupon certif. 104¼; do. ex-coupon, 96; Keokuk and Des Moines 10; do. 1st, 95½; Louisville and Nashville 2d, 103¾; Lake Erie and Western, 25¾; do. 1st, 101½; do. inc., 55; Lehigh and Wilkesbarre consol. ass., 92½; Louisianians and Missouri River 2d, 100; Laf., Bloom. and Muncie 1st, 99; Marietta and Cincinnati 1st pref., 8¾; do. 2d pref., 6½; Missouri, Kansas and Texas, 34; do. consol. ass., 105; do. 2d, 60; Mobile and Ohio, 17; do. 1st 100; do. 1st debent., 71; do. 3d debent., 30; do. 1st mort., 100; Michigan Central 8s, 109; do. 6s, 1909, 108½; Minneapolis and St. Louis 101; New York, Ontario and Western, 28; Nashville, Chattanooga and St. Louis, 57; Nevada Central 1st, 98¾; Oregon Railway and Nav., 112; do. 1st, 95¼; Ohio Central, 19; do. 1st, 90; do. inc., 44; Ohio and Mississippi 1st, Springfield div., 80; Peoria, Decatur and Evansville, 22; do. 1st, 100; do. inc., 58; Rome, Watertown and Ogdensburg, 24; do. 1st consol., 61; Rensselaer and Saratoga 1st, 128; St. Paul and Sioux City, 89¾; do. pref., 74; do. 1st, 101½; St. Louis and

San Francisco 2d, class A, 98; do. C, 68½; do. Equip., 100¼; St. Louis and Iron Mt. 1st pref. inc., 83½; do. 2d do., 78½; do. Arkansas and Texas 1st, 100¼; do. Arkansas Branch, 102; Southern Pacific of California 1st, 97¼; St. Louis, Jacksonville and Chicago 1st, 112½; South Pacific of Missouri 1st, 105; St. Louis, Kansas City and Northern 1st, Omaha div., 106; Texas and Pacific L. G., 61; Toledo, Peoria and Warsaw 1st, W. D., pur. com. rec., 129; Warren R. R., 111; Georgia 7s, new, 110½; Louisiana 7s, consol., 46½; North Carolina 6s, S. T., 3d class, 8½; do. 2d class, 4; do. 6s, old, J. & J., 28¾; do. A. & O., 23¾; Maryland Coal, 18½; Am. Dist. Tel., 75; Sutro Tunnel, 2; Central, 6; Climax, 2¾; Caribou, 2½; Deadwood, 17½; Excelsior, 18; Homestake, 32; Little Pittsburgh, 5½; Ontario, 84; Standard, 26; Silver Cliff, 5.

Philadelphia.—Am. S. S. Co., 6s, 100½; Central Transp., 48¾; Erie and Western Transp., 50½; Lehigh Nav. Scrip., 90; Nesquehoning Valley, 54; Pennsylvania dividend scrip., 102¾; Pennsylvania Canal 6s, 81½; Philadelphia and Reading consol. gold 6s, coupon, 104; do. reg., 108; Shamokin, Hazleton and Wilkesbarre 6s, 88½; Susq. Coal, 6s, 104½; Texas Pacific 1st mort., 105; Warren and Franklin 7s, 103½. The latest quotations are: City 6s, 106@108; do. free of tax, 122@123; do. 4s, new, 103@104; Pennsylvania State 6s, 2d series, 101½@101¾; do. 3d series, 108@108½; do. 5s, new loan, 115@116, do. 4s, new, 104@107; Philadelphia and Reading, 8¾@9; do. consol. mort. 7s, coupon, 111@112½; do. reg., 110½@113; do. mort., 6s, 101@104; do. 7s, 1893, 111½@113½; United New Jersey R. R. and Canal, 160¾@161½; Pittsburgh, Titusville and Buffalo R. R., 14¼@14½; do. 7s, 80@82; Camden and Amboy mort. 6s, 1889, 112@112; Pennsylvania R. R., 50¾@50¾; do. 1st mort., 103¼@105; do. gen'l mort., coupon, 117@—; do. reg., 117½@118; do. consol. mort. 6s, reg., 112½@115½; Little Schuylkill R. R., 44@49; Morris Canal, 50@64; do. pref., 149@150½; Susq. Canal 3@12; do. 6s, —@50; Schuylkill Nav., 2@6; do. pref., 3@7; do. 6s, 1882, 55@57½; do. 1872, 90@100; Elmira and Williamsport pref., 50@54; do. 6s, 109@111; do. 5s, 82@84; Lehigh Coal and Navigation, 26½@26¾; do. 6s, 1884, 107@107½; do. R. R. loan, 110@112; do. Gold Loan, 102@103; do. consol. 7s, 101@102; Northern Pacific, 25@25½; do. pref., 46@47; North Pennsylvania, 48@48½; do. 6s, 108¼@—; do. 7s, reg., 116@116½; do. Gen'l mort. 7s, reg., 116¾@117½; Philadelphia and Erie, 12¼@—; do. 6s, 102½@102½; do. 7s, 112@112; Minehill, 54@54½; Catawissa, 10½@10½; do. pref., 34@38; do. new pref., 32@39; do. 7s, 1900, 114@115; Lehigh Valley 49½@49¾; do. 6s, coupon, 115@120; do. reg., 115@116; do. 2d mort. 7s, 127½@—; do. consol. mort., 111½@112½; Fifth and Sixth streets (horse), 115@117; Second and Third, 100@102½; Thirteenth and Fifteenth, 72@80; Spruce and Pine, 51@54; Green and Coates, 100¼@103; Chestnut and Walnut, 76¼@80; Hestonville, 18½@19; Germantown, 66¼@68; Union, 100@112; Lombard and South, 12@18; West Philadelphia 77@80; People's, 12@13; Ridge Av., 70@80; Continental, 98@100.

Boston.—Boston Water Power, 8½; Boston

Land, 6½; Boston, Revere Beach and Lynn R. R., 101; Burlington and Missouri River R. R. in Nebraska 6s, non-exempt, 101; Chicago, Clinton, Dubuque and Minnesota, 76½; do. 7s, 1910, 107; Central R. R. of Iowa 2d pref., 35; do. 7s, 99; Cheshire 6s, 104; Chicago, Burlington and Quincy 5s, 101; Connecticut and Passumpsic Rivers R. R., 62; Connotton Valley 7s, 1909, 90; Detroit, Lansing and Northern pref., 106; Denver and Rio Grande, 7s, 100½; Iowa Falls and Sioux City 7s, 1917, 108½; Kansas City, Fort Scott and Gulf, 46½; do. pref., 79½; do. 1st, 106½; Kansas City, St. Joseph and Council Bluffs 1st, 111½; Kansas City, Lawrence and Southern 4s, 87½; Little Rock and Ft. Smith, 35; do. 7s, 100; Louisiana and Missouri River R. R., 8½; Maine Central, 36; Marquette, Houghton and Ontonagon, 18; do. pref., 39¾; New Mexico and Southern Pacific 7s, 110; Nashua and Lowell 6s, 111½; Oregon Railway and Nav. 7s, 92½; Old Colony 7s, 1894, 119¼; Portsmouth, Gt. Falls and Conway, 26; Republican Valley 6s, W. D., 102; do. E. D., 101¾; Rutland 6; do. pref., 26½; Summit Branch, 11; Sioux City and Pacific 6s, 1898, 92½; Vt. and Massachusetts 6s, 1883, 103; Vt. Central and Vt. and Canada 8s, 1877, 39½; Wisconsin Central pref., 12¼; Wisconsin Valley, 67; do. 1st, 106½; Massachusetts 5s, 111½; Chicago 7s, 1899, Tunnel, 118½; Boston 6s, 1893, 120; Worcester 6s, 1892, 117; Allouez Mining Co., Atlantic, 16; Brunswick Antimony, 20; Blue Hill, 2½; Catalpa, 1½; Copper Falls, 11¼; Duncan, 1¼; Franklin, 12; Harshaw, 25; Haron, 8½; National, 2; Osceola, 33; Pewabic, 15¼; Ridge, 4½; Sullivan, 8; South Hite, 1¼; Silver Islet, 13½; Star, 1¼; Winthrop, 4.

Baltimore.—Atlantic Coal, 1.30; City 6s, 1886, 108; do. 6s, 1890, 114½; do. 6s, Park, 115; do. 6s, 1900, 120; do. 6s, 1894, 111½; do. 5s, 1916, 113; Norfolk Water 8s, 119; Northern Central 6s, 80¾; Union R. R. 6s, endorsed by Canton Co., 113; Virginia Consols coupons July, 1880, 88½; Virginia 10-40 coupons, 98; do. July 1880, 93. The latest quotations are: Chesapeake and Ohio Canal 6s, —@82½; Baltimore and Ohio, 150@—; do. 6s, 1885, 108@110; Northern Central, 80¾@—; do. 6s, 1900, 112@—; do. 6s, 1900, gold, 110@—; do. 6s, 1904, gold, 105½@—; do. 5s, 80@80½; Marietta and Cincinnati 1st mort., 1892, 108½@108¾; do. 2d mort. 7s, 71½@71½; do. 3d mort. 6s, 35@35½; Pittsburgh and Connellsville 7s, 115½@115½; Orange, Alex. and Manassas 7s, 79½@79¾; Virginia consol. 6s, 59¾@59¾; do. 2d, 22¾@23½; Virginia Consol coupons, 94@—; do. coupons July, '80, 88¼@88½; Virginia 10-40 bonds, 41@41½; Virginia 10-40, coupons, 97¾@98½; do. coupons July, '80, 93@93¼; City 6s, 1886, 108@—; do. 1902, 117@—; do. 1890, 114½@115; do. 6s, Park, 116½@—; do. 5s, 1894, 111½@112½; do. 1900, 112@—; do. 1916, 113@—.

The Pittsburgh and Southwest Virginia Railway Company have filed their articles of incorporation in the office of the Secretary of State of West Virginia. The company is formed for the purpose of constructing, building and running a railroad from the line of the States of Pennsylvania and West Virginia, in the county of Monongahela, in West Virginia, and in the counties of

Preston, Marion, Taylor, Barbour, Randolph, Pocahontas, Greenbrier, Summers, Mercer and Monroe, to reach the line of the State of Virginia.

Canadian Railways.

The Ontario Free Press gives the following statistics of capital, traffic and working expenditure of the Railways of the Dominion for the year ending June 30, 1879:

	Miles.
Railways in actual operation.....	6,484.51
Railways under construction, portions of which are completed and track laid....	592.83
Under construction.....	945.90
Of the foregoing number of miles of railway in operation at the date named the leading lines had	
Grand Trunk.....	1,390.26
Great Western.....	902.46
Intercolonial.....	714.00
Canada Central.....	162.50
Canada Southern.....	226.00
Hamilton and Northwestern.....	148.50
Quebec, Montreal and Occidental, Western Division.....	137.08
Quebec, Montreal and Occidental, Eastern Division.....	203.00
New Brunswick.....	191.00
New Brunswick and Canada.....	120.00
Northern.....	164.00
Prince Edward Island.....	198.50
Quebec Central.....	102.50
Toronto, Grey and Bruce.....	191.00

The capital raised for the railways of the Dominion on the 30th June, 1879, was as follows:

Ordinary share capital.....	\$123,615,325.60
Preference capital.....	69,059,187.87
Bonded debt.....	81,151,627.93

\$273,826,181.40

Of the total mileage, 8177¼ were laid with iron rails and 8,813¾ with steel rails.

The earnings of the railway for the year ending June 30, 1879, were:

Passengers.....	\$6,459,598.12
Freight.....	12,509,093.72
Mails, express, &c.....	789,926.11
Other sources.....	166,448.32

Total.....\$19,925,066.27

The U. S. Circuit Court, at Pittsburgh, Penn., has granted an order empowering the officials of the Philadelphia and Reading Railroad and the Philadelphia and Reading Coal and Iron Companies to sign and execute all papers necessary to conduct the business of the corporation when requested by the receivers and approved by the masters.

The directors of the George's Creek and Cumberland Railroad Company, recently elected, are: Henry Loveridge, G. P. Bangs, Garliner P. Lloyd, Sidney Wintringham, C. S. Dana, George L. Kingland and Albert J. Akin. Rails for this road are purchased, and the laying of them has been commenced.

A patent has been issued to W. S. Rogers, a brakemen on the Pittsburgh, Cincinnati and St. Louis Railway, for a Combination Signal Lantern, which answers for a red, a green and a white light, and is no more cumbersome or inconvenient to handle than is a common lantern.

A certificate of incorporation has been filed with the Secretary of State of Ohio of the Springfield and Clinton Railroad Company, terminal Springfield station, Summit county, and the village of Clinton in the same county.

Capt. Ericsson's New Motor.

Capt. John Ericsson, the mathematician and inventor, has recently perfected and patented a caloric pumping engine of very curious and novel construction, which is claimed to furnish the final solution of a question of the utmost practical difficulty in hydraulic engineering. The question of raising a column of water of given diameter to the surface is a very simple one to the hydraulic engineer; but in modern life—city life in particular—it is frequently required to fill large tanks at a height of 50 or 75 feet above the surface. In manufactories the volume of water to be raised to such a height sometimes exceeds 200 gallons per hour, and in private dwellings the volume necessary for domestic purposes is often very considerable. Two motors have (exclusive of manual labor) been hitherto employed for the purpose of working force-pumps of greater or less capacity. One of these is the windmill, which, while taking advantage of a source of power that costs nothing, requires considerable ground space for the turret upon which it must be mounted, and is liable to be completely shattered by a high wind. If well constructed, such a motor costs not less than \$1,000 for the engine itself and the necessary appurtenances, and is not very desirable when completed. The steam engine is not very costly, and is sufficiently durable and efficient, but it requires the services of a competent, licensed engineer, and is hence not practicable for private dwellings or persons of moderate means, to whom \$50 a month is a consideration.

The principle upon which the Ericsson motor is founded is that of the alternate contraction and expansion of a given volume of air, confined in a cylinder and subjected to rapid alternations of high and low temperature. The heat may be supplied by a 15-foot gas burner, by a small furnace, or, for an engine capable of light work in a laboratory, by an alcohol lamp. A cylinder cast in a single piece, without valve or other such complication, is mounted in an upright position upon an iron stand, (or a pretty brass one, if the taste of the buyer prefers.) Into the top of this cylinder is fitted a piston, working air-tight, which closes it hermetically, and thus confines a given volume of air. It is obvious that where heat is applied to the bottom of the cylinder, the volume of air thus imprisoned will expand and lift the piston with great force to a height commensurate with the expansion. If, after having lifted the piston to a certain height, the confined volume of air is suddenly cooled, it contracts to its normal proportions, and, unless the piston descends to compensate for the contraction, a vacuum will be created. In point of fact, the piston returns to its original position by external pressure of the atmosphere; and thus, while the expansion of heated air furnishes the power for the upward movement, atmospheric pressure furnishes the power for the downward. The two movements, when applied upon the ordinary

principles of engineering, are equal to one revolution of the balance-wheel of a stationary engine, or of the driving-wheels of a locomotive. The play of the piston in the air-cylinder is something less than one-third of the distance from the top to the bottom, so that when it actually comes to rest at its lowest point, about two-thirds of the interior is occupied by air, upon which the face of the piston rests as upon an elastic cushion.

When the expansion of the heated air has lifted the piston, the next question is to reduce its temperature surely, instantaneously and effectually, without withdrawing the source of heat from beneath. A simple but ingenious contrivance accomplishes this purpose with automatic regularity and certainty. For about one-third of the distance from the top—the section through which the piston moves—the cylinder is provided with a water-jacket, which retains it at normal temperature. When the piston is at its lowest, this cooling surface is not liable to the contact of the heated air. As the piston rises a larger and larger area of cooling surface is exposed; but this would not be sufficient in and of itself to reduce the temperature materially, with the confined air still in contact with the highly-heated bottom of the cylinder. To obviate this difficulty, a plunger not in contact with the internal surface, but of smaller diameter than the piston, moves up and down in the air space—descending as the piston rises, ascending as it falls, so that when the latter has been lifted to its highest point, the former has descended to its lowest, is in contact with the heated base, and has displaced the lower stratum of air from contact. Thus, exposed to cooling surfaces at all points, it contracts as suddenly as it expanded, resumes its normal volume, and the piston returns to its original position to prevent vacuum. But as the piston falls the plunger rises, the confined air is again exposed to the intensely-heated surface at the bottom, and expands as suddenly as it had previously contracted. The handle of the plunger works within the handle of the piston, and is operated by means of a series of ingeniously-contrived levers, without gearing or complex devices of any kind. When once the gas is lighted beneath and the engine is in motion, no attendance whatever is required. It will work on for hours, days or weeks without the slightest attention from anybody. Light the jet beneath, and in about two and a half minutes it begins to move, and only stops when the gas has been turned off for three or four minutes. Although exerting tremendous power, the motor is almost perfectly noiseless—no tugging and puffing, no grating of ccgs or concussion of surfaces. The eye sees the work done, but the ear is scarcely aware of what is going on. When the motor is used for pumping, the pump is screwed firmly to an iron arm projecting from the cylinder, forcing the water through the jacket encircling its upper section, and thence through a pipe leading to the tank or other receptacle. An ingeniously-contrived air-cushion obviates all concussion from the movement of the water, and renders the pump as silent in its action as the motor itself.

The work of this little engine, not more than 4 feet high, table and all, and occupying a floor space of 39 by 20 inches, has been accurately measured by experiment in the houses of Mr. Delamater, of the Delamater Iron Works, and of Mr. Baldwin, the banker, who lives at Huntington, Long Island. With

an 8 inch air-cylinder it pumps 350 gallons an hour against a head of 50 feet—that is, lifts 350 gallons of water per hour to a height of 50 feet. The consumption of gas is 15 feet per hour. With the same consumption of gas the 6-inch calibre engine is capable of pumping 200 gallons an hour to the same height. Five hundred gallons an hour have been raised 30 feet. The pipe used for discharge is one 2-inch calibre; so that a column of water 50 feet high weighs about 75 pounds.

One would naturally infer that an engine substituting atmospheric pressure for expansion, or vice versa, at each revolution of the balance would work with a slow, hesitating, irregular movement. The reverse, however, is true. The stroke of the piston is extremely even and steady, when the motor is moving slowly, and when in rapid action it is as decisive and powerful as that of a steam-engine. From 30 to 40 revolutions per minute is the rule with a consumption of 15 cubic feet of gas per hour. The second point, and one that has been urged by competent engineers, is that, as the water passing through the jacket has to absorb the heat of the confined air once during every revolution of the wheel, it must necessarily be warmed during its passage. Experiment has shown that this is not the case. On the contrary, the most delicate medical thermometer is unable to detect the rise in temperature in passing through the jacket. The jacket has four times the capacity of the pump, which makes about 30 strokes per minute. The heat absorbed is consequently equal to application of a 15-foot gas burner to about one gallon of water for the space of eight seconds. Of course, ordinary experience, independent of special test, would indicate that the absorption under such conditions must be too infinitesimal to be measured by instruments of no more than standard delicacy.

Chesapeake and Ohio Canal.

At a meeting of the stockholders of the Chesapeake and Ohio Canal Company, held at Annapolis, Md., on the 7th inst., the following gentlemen were elected directors: President, A. P. Gorman; directors, Col. Jas Berrett, M. Bacon, John Humbird, P. Hamill, H. D. Farnandis, Thos. P. Morgan.

From the report of the President and directors, which was presented, we learn that the receipts for the year ending December 31, 1879, were:

From tolls	\$199,534 34
From wharfage and trimming of boats at Cumberland	24,011 46
From water rents	5,271 25
From rent of houses and lands and miscellaneous sources	4,650 52

Total receipts from all sources other than from loans and sale of bonds, \$233,467 57
Amount expended during the year for pay of officers, ordinary and extraordinary expenses, was..... 222,141 96

Leaving the sum of..... \$11,325 61

The decrease in the revenue of the company for the year, compared with the previous year is \$55,545 60. The decrease in revenue from tolls as compared with the year 1878 is accounted for by the fact that the coal tonnage during the year 1879 was only 522,904 tons, while for 1878 it was 594,241 tons, showing the decrease to have been 71,337.

The report also shows that the balance in the treasury January 1, 1879, was \$43,145 24. The ordinary receipts from all sources were \$233,467-

57, received from the sales of the repair bonds of \$1,000 each, \$10,000. Total receipts from all sources, including the loan of \$15,000 from the Second National Bank of Cumberland, were \$301,612 81.

The report states that the canal from Cumberland to Georgetown is unquestionably in better condition than it has been for years. Every part of it damaged by the flood of November, 1877, has been thoroughly repaired and strengthened, and its navigation is now more reliable than it has been at any time since it was constructed.

During the year the canal has paid on account of the purchase money of the Basin wharf at Cumberland the sum of \$11,306 60, making a total payment on purchase of \$25,306 60. The cost of operating the wharf and repairs during the year was \$12,298 72. The total tonnage from January 1, 1880, to May 31, 1880, was 149,117 tons; an increase as compared with 1879 of 5,935 tons.

The rate of tolls charged during the present year is 51 cents for the whole distance from Cumberland to Georgetown, and 4 cents wharfage. The revenue accrued from tolls and rents has been \$95,097 81.

The President and directors promise that, with the increased tolls charged and the probable increase in the tonnage, the revenue of the company during the present year will not be less than \$200,000.

Privilege of Membership at the Stock Exchange.

In the Court of Common Pleas, this city, on the 12th inst., Judge Van Hoesen decided that a seat in the Stock Exchange is not property that may be levied upon by execution. This decision is opposed to decisions in the Superior Court and the United States District Courts. The opinion of Judge Van Hoesen is in the case of the Grocers' Bank against Richard G. Murphy. The bank obtained a judgment against Murphy last Winter, and on Feb. 18, an execution was issued against the judgment debtor's property. At the same time a demand was made upon Murphy to assign his seat in the Stock Exchange to the bank, that it might be sold to satisfy the judgment. Murphy refused to surrender his seat, and claimed that it could not be levied upon. In his opinion, passing upon this question, Judge Van Hoesen says:

"A seat in the Exchange does not fall within any of the classes in which the subjects of property are divided in the Civil Code. It is not capable of manual delivery or appropriation; it is not a domestic animal; nor an obligation; nor a product of labor and skill; nor a right created by statute. * * * The advantages of membership (in the Exchange) are very important, and of great value to their possessors, and from that consideration an argument has been drawn that the seat to which they are incident may be sold by the officers of the court. There is no doubt that if membership in certain clubs were put up at auction a very large bonus could be realized by members disposed to retire. But few would contend, therefore, that the privilege of social enjoyment afforded by the Century, the Union, or the Union League Clubs was subject to legal process. A distinction has been drawn between membership in the Stock Exchange and membership in a social club in view of the fact that the former was organized for business purposes, and that in withdrawing is permitted to get back the money which he paid on acquiring his seat. I fail to see the

force of this distinction. Whether the club be formed to aid business, or to promote pleasure, the privilege of membership is attached to the person of the individual."

Judge Van Hoesen, therefore, holds that the defendant Murphy did not act wrongfully in refusing to assign his seat in the Exchange to his judgment creditor, and denies the motion of the plaintiff for an order to compel him to make such an assignment. Messrs. Ten Broeck and Van Ordin appeared for the Grocers' Bank, and Messrs. Arthur, Phelps, Knevals, and Ransom for the defendant, Murphy.

Mining.

A General Press dispatch says: The earnings of the Sutro Tunnel from the Comstock mines for the month of May were \$53,290. The progress for the month of May in the north lateral was 321 feet, and in the south lateral 315 feet.

During the week ending June 7, 430 tons of ore were shipped from the Chrysolite. During the same period 1,060 tons (previous delivery) were paid for by smelters. The amount of ore unpaid for at the date of the report was 834 tons. The amount received from smelters was \$66,607 59. There were shipped Saturday last ninety-four tons.

Messrs. Lounsbery & Haggin are in receipt of \$109,000 in gold, the combined product of the Deadwood, Homestake, and Golden Terra mines for the latter half of May.

Shipments on Friday and Saturday from the Little Chief amounted to 286 tons. The superintendent reports that the mine is looking finely.

The Homestake Mining Company has declared its regular monthly dividend of Thirty cents per share for May, payable June 25 at the office of Wells, Fargo & Co., No 65 Broadway.

The final shipment on May account was received from the Consolidated Virginia on the 3d instant, and amounted to \$80,000. The total for the month is as follows: gold, \$127,310; silver, \$78,468; total, \$205,778. The large percentage of gold is noteworthy. Recently the ore assayed from \$40 to \$70 per ton, which is much above the average of several previous months.

The Little Chief Mining Company has declared its usual monthly dividend of \$100,000 or 1 per cent on the capital stock (\$10,000,000), payable at the office of the Mining Trust Company June 23. Transfer books close June 19, and re-open June 24.

A telegram received from the Manager of the Little Chief says: "Closed all May accounts June 8. Ore receipts \$159,000. June ore shipments up to the 15th inst., nearly 1,600 tons, which will net more than \$75,000. Remitted \$25,000 on the 8th. Seventy-five thousand dollars gold forwarded to-night. This completes dividend money cleanly earned."

A party of engineers in the employ of the Central Pacific Railroad Company, and under the lead of Col. Bates, are in the Walla Walla valley, Washington Territory, examining the country and mountains for railroad routes and passes.

At the recent meeting of master mechanics, in Cleveland, the muffling devices, so called, were all pronounced objectionable as making the safety valves unreliable in their operations, the only safe and satisfactory remedy being that of

a blow-back valve, by which no steam escapes into the air at all, but is conducted silently and invisibly to the tender of the locomotive. This noiseless system of boiler relief received the endorsement of the convention.

Canton Company.

At the annual meeting of the Canton Company, held in Baltimore on the 9th inst., the following gentlemen were elected directors for the ensuing year: Abm. B. Baylis, L. Von Hoffmann, James B. Colgate, George F. Stone, of New York city; George S. Brown, Wm. H. Graham, Wm. G. Harrison, Chas. Weber, W. B. Brooks, of Baltimore. The officers are as follows: President, W. B. Brooks; Vice-President, W. H. Graham; Secretary and Treasurer, W. W. Janney.

The report of the Canton Company for the year ending May 31, 1880, showed receipts and disbursements as follows: revenue, \$32,912 53; bills discounted, \$29,248 53; from Union railroad, \$32,000; balance May 31, 1879, \$23,364 23—total, \$217,525 09. Expenses—repairs to railroads and wharves, salaries, taxes, &c., \$29,502 75; real estate purchased, \$2,035; bills payable, \$29,783 05; rebates to Northern Central Railway, \$18,616 05; interest, &c., \$99,785 84—total, \$179,722 69. Balance May 31, 1880, \$37,802 40. Permanent leases made the past year aggregated \$1,130 per annum; temporary leases, \$3,540. Of these \$1,000 were to the Northern Central and \$2,500 for water frontage. The real estate sales were unimportant.

The report of the Union Railroad Company, Wm. G. Harrison, president, showed as follows: revenue, \$244,315 45; disbursements, (including transportation, repairs, steel rails, &c.), \$55,214 31. The railroad moved 87,614 cars, of which 46,831 were loaded with grain, 8,303 with petroleum, 8,631 with coal, 6,681 with ore, 338 with timber, 121 with whiskey, 307 with stock, 1,553 with railroad materials, and 14,836 with miscellaneous articles. The report of the railroad company made one year ago showed a revenue of \$173,899 14; disbursements, \$29,471 23.

Manitoba and South Western Railway.

One of the most promising of recent enterprises in our Prairie Province is the Manitoba South Western Railway, which, starting from Winnipeg is to run in a south-westerly direction to the province line. Surveys have been made and the road approximately located, a distance of 285 miles. The road will pass through a rich agricultural country, the newly surveyed Turtle Mountain district, and thence to the Souris coal fields, which are assuming added importance since it is demonstrated that the lignite can be carried down the Souris River on flat boats 140 miles to its junction with the Assiniboine. The bridge now being built across the river at Winnipeg by the city is to become the property of this railway so soon as its first fifty miles of track are laid; the Company already owns a plot of land in the city containing a passenger station and shops, at present leased to the Canada Pacific Railway. Work is expected to be begun on the road bed in July, very satisfactory advices having been received from the Company's agent, now in England, as to financial arrangements.—[Toronto Monetary Times.]

The Texas and Pacific Railway Company has inspected and accepted forty miles of the extension west of Fort Worth, and authorized the issue of 1st mortgage bonds therefor.

Western Union Telegraph.

In the Report presented by the Executive Committee at the last quarterly meeting of the Board, held March 10, 1880, the net profits for the quarter ending March 31 (February being partially and March wholly estimated), were stated at \$1,325 071 41.

The official returns for the quarter (ended March 31) showed the profits to be \$1,227,553 96, or \$97,517 45 less than the estimate, but \$296,229 11 more than for the same quarter of the year previous.

The following revised statement, based upon complete returns, will show the condition of the company at the close of the quarter ended March 31, 1880:

Surplus January 1, 1880, as per last quarterly report.....	\$1,107,927 51
Net profits, quarter ended March 31, 1880.....	1,227,553 96
	<u>\$2,335,481 47</u>

From which deducting—

Dividend 1½ per cent, paid April 16, 1880.....	\$717,570 00
Interest on bonded debt.....	107,200 00
Sinking fund appropriations.....	20,000 20
Construction account.....	253,044 02
Purchase of patents.....	263,272 00
Purchase of telegraph stocks.....	106,798 31
Real estate.....	43,298 85
	<u>1,511,182 88</u>

Leaves a surplus, April 1, 1880.... \$824,298 59

The net profits for the quarter ending June 30, instant, based upon official returns for April, nearly complete returns for May, and estimating the business for June (reserving amount sufficient to meet the claims of the Atlantic and Pacific Telegraph Company, under existing agreements), will be about..... \$1,201,185 73

Add surplus, April 1, as above.... 824,298 59

\$2,025,484 32

From which appropriating—

Interest on bonded debt.....	\$107,200 00
Construction.....	250,000 00
Sinking fund appropriations.....	20,000 00
Patents.....	110,000 00
Supplies.....	10,000 00
	<u>497,200 00</u>

Leaves a balance of..... \$1,528,284 32

A dividend of 1¼ per cent requires 717,570 00

Deducting which, leaves surplus, after dividend, of..... \$810,714 32

The present quarter closes the fiscal year, and shows an increase of over \$1,600,000 in gross and \$1,060,000 in net earnings, over the previous year, ended June 30, 1879.

The net profits for the year will be about \$5,800,000 (over 11¾ per cent on the capital stock after deducting fixed charges for interest and sinking fund), out of which eight per cent in cash dividends will have been paid to stockholders, and \$1,543,000 invested in new property, with an increase of about \$10,000 in the surplus over that of July 1, 1879.

The outlays for new property required by a largely increased business have been unusual in amount, involving extensive constructions and purchase of Telephone Exchange properties, and to increase the facilities of the company for telegraph service, over 3,500 miles of new pole line and 24,500 miles of additional wires have been

constructed, a great proportion of the wire being of larger size than ever before used in this country, especially adapted to quadruplex use.

In view of the preceding statements, the committee recommend the adoption by the Board of the following:

Resolved, That a dividend of one and three quarters per cent from the net earnings of the quarter ending June 30, 1880, be, and is hereby declared payable on the 15th day of July next, to stockholders of record, at the close of business on the 19th day of June, instant.

Resolved, That for the purpose of such dividend the stock books of the company be closed at three o'clock on the afternoon of the 19th day of June, instant, and be reopened on the morning of the 16th day of July next.

Respectfully submitted,

NORVIN GREEN, President.

New York, Lake Erie and Western R. R.

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of April, 1879 and 1880, were:

	1879.	1880.
Gross earnings.....	\$1,372,756	\$1,643,151
Working expenses.....	964,455	962,828

Net earnings..... \$408,301 \$680,323
—showing an increase in gross earnings of \$270,395, with a decrease in expenses of \$1,627, making the increase in net earnings \$272,022.

From October 1 to April 30, 1879 and 1880, the earnings, expenses, etc., were:

	1879.	1880.
Gross earnings.....	\$9,144,778	\$10,464,485
Working expenses.....	6,422,953	6,725,142

Net earnings..... \$2,721,825 \$3,739,313
—showing an increase in gross earnings of \$1,319,707, with an increase in expenses of \$302,189 making the increase in net earnings \$1,017,518.

New York Central and Hudson River R. R.

The following is an official statement of the earnings of the New York Central and Hudson River Railroad Company, showing the gross earnings of the road for the eight months ending May 31, 1879 and 1880:

	1878-79.	1879-80.
October.....	\$2,771,203 61	\$2,898,586 19
November.....	2,567,318 47	2,801,335 04
December.....	2,237,265 30	2,846,216 37
January.....	2,024,811 99	2,593,612 75
February.....	2,210,304 17	2,317,230 80
March.....	2,474,892 22	2,854,834 73
April.....	2,214,626 15	2,782,324 58
May.....	2,211,010 69	2,540,997 52

Total..... \$18,710,932 60 \$21,635,637 95

Increase..... \$2,924,705 88

Grand Trunk Railway of Canada.

The revenue statement of this company for the month of April is as follows:

	1880.	1879.
Gross receipts.....	£167,810	£138,342
Working expenses.....	116,477	108,540

Net profit..... £51,333 £29,802
—showing an increase in gross earnings of £29,468, in working expenses of £7,937, and in net profit of £21,531.

The aggregate for four months from Jan. 1, is as follows:

	1880.	1879.
Gross receipts.....	£663,816	£572,677
Working expenses.....	469,505	462,168

Net profit..... £194,311 £110,509
—showing an increase in gross receipts of £91,

139, in working expenses of £7,837, and in net profit of £83,802.

Great Western Railway of Canada.

The revenue statement of this company for the month of April (excluding leased lines) is as follows:

	1880.	1879.
Gross receipts.....	\$351,900	\$295,160
Working expenses.....	248,100	253,500

Net profit..... \$103,800 \$41,600
—showing an increase in gross receipts of \$56,800, a decrease in working expenses of \$5,400, and an increase in net profit of \$62,200. The working expenses include transfers to reserved funds.

The aggregate for three months (February 1 to April 30) is as follows:

	1880.	1879.
Gross receipts.....	\$1,061,400	\$936,300
Working expenses.....	710,400	716,900

Net profit..... \$351,000 \$219,400
—showing an increase in gross receipts of \$125,100, a decrease in expenses of \$6,500, and an increase in net profit of \$131,600. The above is subject to interest on bonds.

Chicago, Burlington and Quincy Railroad.

The gross earnings, operating expenses and net earnings of the Chicago, Burlington and Quincy Railroad for the month of April, 1879 and 1880, were:

	Gross earnings.	Operating expenses.	Net earnings.
1880.....	\$1,260,319 11	\$710,391 41	\$549,927 70
1879.....	1,018,754 89	618,006 83	400,748 06

Inc. \$241,564 22 \$92,384 58 \$149,179 64

For the four months ending April 30, 1879 and 1880, the earnings, expenses, etc., were:

	Earnings.	Expenses.	Net.
1880.....	\$5,095,021 20	\$2,606,711 42	\$2,488,309 78
1879.....	4,177,977 17	2,358,529 56	1,819,447 91

Inc. \$917,043 79 \$248,181 86 \$668,861 87

Adirondack Railroad.

Among the assets of the Continental Life Insurance Company, at the time it passed into the hands of a Receiver, were two notes made by Thomas C. Durant in 1873 for \$2,562 50 each, and 11 bonds of the Adirondack Railroad Company of the face value of \$1,000 each, deposited as collateral for the notes. Durant has since become insolvent. The Adirondack Company was formed for the purpose of constructing a railroad from Saratoga to mines in the Adirondack regions, north. The road was bonded for \$6,000,000, and is now under foreclosure proceedings, and the bonds are almost valueless. It is proposed that the stockholders, bondholders, and other creditors of the company deliver over to certain Trustees, to be named, the evidences of their indebtedness against the company; that with the bonds so taken the Trustees purchase, at the foreclosure sales, the assets of the company, form a new company, which is to execute a first mortgage of \$1,000,000 to cover the portion of the road already built and that is to be built; that the money realized from the mortgage is to be used exclusively for the construction of the remainder of the road; that a second mortgage for \$1,500,000 be executed by such new company, and stock be issued for \$4,000,000; that the bonds and other indebtedness of the old company be settled at 50 per cent on the dollar, 40 per cent to be paid in second mortgage bonds and 60 per cent in stock; that the present stockholders receive one share of

the stock for every four shares of the old they surrender. More than a sufficient number of stockholders, bondholders, and creditors of the old company have signified their consent and willingness for the change. It is provided that Durant, who is a large creditor of the company, will receive a quantity of bonds and stocks under the agreement so as to settle with his creditors by paying them the face of their claim. The receiver of the Continental Insurance Company has received authority to co operate in the matter, that corporation being interested to the extent of about \$16,000.

Mexican Railroads.

A recent letter to the Galveston News gives the following list of the railroads in Mexico:

	Miles con- structed.	Miles to be con- structed.
Celaya to Leon and Guanejuato..	29	51
Mexico to Toluca and Cuautitlan.	27	50
Cuautitlan to Tula.....	12	30
Ometusco to Pachuca and Tulancingo	8	51
Merido to Peto, extending toward Ticul and Texas.....	3	78
Zacatecas to San Luis, Aguas Calientes and Lagos.....	5	280
Mexico to the mouth of the Amacucac river.....	29	280
San Luis Potosi to Tantoyuca.....	3	121
San Martin Tescmelucan to Puebla and branch of same to Huejotzingo and Cholula	11	20
Merida to Progreso	20	3
Puebla to Matamoros Izucar.	3	38
Vera Cruz to Alvarado.....	3	82
Vera Cruz to Medellin.....	14	..
Vera Cruz to Mexico.....	263	..
Branch to Puebla.....	29	..
Branch to Jalapa.....	91	..
District railroads.....	115	..
Total.....	665	1,094

A number of the shorter lines are horse railroads. There are 6,164 miles of telegraph in the country, on which in 1879, only about 135,000 messages were sent, 41,216 of which were sent free. The revenue was \$57,791; the expenses, \$127,521. If the official dispatches had been paid for, the receipts would have been three times as great.

Atlantic, Mississippi and Ohio Railroad.

The Richmond (Va.) Whig says that the paragraph which is going the rounds of the newspapers to the effect that the United States Circuit Court, by a recent order, has directed the sale of the Atlantic, Mississippi and Ohio railroad is erroneous, and then adds:

The decree for a sale in foreclosure of deeds was made more than a year ago, (May 9, 1879,) and nothing has been done since in the matter, except the insertion of a name in the decree designating Mr. Pleasants as master commissioner of the court to make the sale. At the time the decree of May, 1879, was entered there was some doubt whether the clerk of the court could act as commissioner, arising from some recent provision of law; and the court left the naming of the commissioner open until that doubt should be determined. Judges Waite and Bord have since concurred in thinking there was no inhibition upon the appointment of Mr. Pleasants, and so he has been named to act when the decree of sale shall come to be executed. When that will be is yet a matter undetermined. If the master should at any time soon advertise a sale the period of advertising is required by the decree to be three months, and it is quite certain that that period will embrace the next October term of the court. And thus, if there should be any reason for postponing the sale, it can then be presented to the court,

Except a mere formal petition to suspend the sale presented by the State of Virginia, no objection to it has come from any source.

Foreign Shipments of Oil.

The Bradford (Penn.) Star says that the foreign shipments of oil will be larger this year by one-fourth, judging by the shipments thus far, and then adds.

The increase in the demand each year for the past 15 years has been about fifteen per cent per annum. The increase, however, for the past two years has been greater even than that, the low prices inducing many foreign countries to try it as an illuminator. After once getting accustomed to it they will buy it and cannot be prevented from taking it if it can be furnished at any reasonable price. Even a ten million stock would be only a little more than a half year's supply, and the time is near at hand when the demand will exceed the supply, and with a defined field, as it is to day, there is no wonder that oil should go up, as it is really worth more than it is bringing.

The purchasers of the Berks County Railroad, extending from Reading to Slatington, Penn., on the Lehigh River, a distance of 46 miles, have organized under the corporate title of the Schnykill and Lehigh Railroad Company. They elected John N. Hutchinson President and George De. B. Keim, Henry S. Eckert, George F. Baer, G. A. Nicolls, George D. Stitzel and J. T. Humphrey directors.

A branch railroad, five miles in length, to Angleses, N. J., the watering place name given to Five Mile Beach, commencing at the West Jersey Railroad, one mile below Cape May Court House, has been graded and ready for the rails. A drawbridge over Grassy Sound channel, on the line of the branch road, is about to be built.

Elijah B. Phillips of Boston, Alfred P. Rockwell of Boston, Samuel C. Lawrence of Medford, Mass., Geo. P. King of Boston, George E. B. Jackson of Portland, John B. Brown of Portland, Wm. P. Bacon of Boston, have been elected directors of the Portland, Saco and Portsmouth Railroad Co.

Buckingham county, Va., voted on the 10th inst., to subscribe \$60,000 to the capital stock of the Richmond and Southwestern Railroad Company.

The Denver and Rio Grande and South Park narrow-gauge railroads have been consolidated.

LITTLE CHIEF MINING COMPANY.

Room No. 54 BOREEL BUILDING, 115 BROADWAY, NEW YORK, June 15, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 5) of ONE PER CENT. on the TEN MILLION DOLLARS (\$10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS (\$100,000,) or FIFTY CENTS Per Share, out of the fifth month's net earnings, payable at the Mining Trust Company, on the 23d inst.

Transfer-books will close June 19, and re-open June 24.

D. F. VERDEVAL,
Secretary.

OFFICE OF THE HOMESTEAK MINING COMPANY, 18 WALL-ST., NEW YORK, June 14, 1880.

DIVIDEND NO. 18.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for May, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfer-books close on the 19th inst.

H. B. PARSONS, Assistant Secretary.

SECRETARY AND TREASURER'S OFFICE, METROPOLITAN ELEVATED RAILWAY COMPANY, No. 71 BROADWAY, NEW YORK, June 11, 1880.

THE QUARTERLY DIVIDEND OF (2 1/2) TWO and a Half per Cent. upon the capital stock of this company will be paid on and after the 1st day of July next at the Central Trust Company, No. 15 Nassau-st., New York, to the Stockholders of record on the 18th inst.

The transfer books will be closed on the 18th inst., at 3 o'clock P. M., and reopened on the 2d July next.

JOHN E. BODY, Treasurer.

SECRETARY AND TREASURER'S OFFICE, METROPOLITAN ELEVATED RAILWAY COMPANY, No. 71 BROADWAY, NEW YORK, June 11, 1880.

THE COUPONS OF THE HALF-YEARLY INTEREST on the First Mortgage Bonds of this company will be paid on and after the 1st July next at the Central Trust Company, No. 15 Nassau-st., New York.

JOHN E. BODY, Treasurer.

OFFICE OF THE ONTARIO SILVER MINING Co., No. 18 WALL ST., NEW YORK, June 7, 1880.

DIVIDEND NO. 56.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for May, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst. Transfer books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending June 5, as reported by the several carrying companies, amounted to 869,860 tons, against 611,044 tons in the corresponding week last year, a decrease of 141,684 tons. The total amount of anthracite mined for the year is 8,775,074 tons, against 9,965,476 tons for the same period last year, a decrease of 1,090,402 tons. The quantity of bituminous coal sent to market for the week amounted to 112,998 tons, against 76,968 tons in corresponding week last year, an increase of 36,030 tons. The total amount of bituminous mined for the year is 1,616,761 tons against 1,866,782 tons for the corresponding period last year, an increase of 249,979 tons. The total tonnage all kinds of coal for the week is 482,858 tons, against 688,007 tons in corresponding week last year, a decrease of 105,654 tons, and the total tonnage for the coal year is 10,391,835 tons against 11,832,184 tons to same date last year, a decrease of 940,349 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last two days of May was 41,475 tons, of which 28,811 tons were coal and 14,664 tons coke. The total tonnage for the year thus far has been 2,860,525 tons of which 2,129,950 tons were coal and 734,575 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended June 5 were 45,982 tons, and for the year to that date 848,201 tons—254,072 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 21,221 tons, and for the year 582,458 tons, an increase of 212,490 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 21,700 tons, and for the year 164,539 tons, an increase of 10,142 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 3,060 tons, and for the year 101,209 tons, an increase of 31,488 tons as compared with 1879. —Phil. Ledger, June 14.

A New Iron Mill.

The Phoenix Iron Company, of Phoenixville, are making preparations to start their new mill in operation at an early date. They have already tested their gas producers and found them to work satisfactorily. On Tuesday next the gas will be turned on to the new Siemens furnaces, and the machinery in the new mill will be put in operation for the purpose of testing the pipes and the joints, and in about two weeks the whole mill will be put in operation. In the meantime any matters pertaining to the machinery or the furnaces that do not work well will be put in order. The arrangements for working this mill will probably be the most complete of any in the United States. There will be no coal whatever used in the mill and everything can be kept clean and in good order. The iron will be heated by gas made in a building some fifty feet distant from the mill; it will be carried to the latter by means of pipes, and after entering the furnace is set on fire, with which the heating power is carried on. It will be more cleanly and certainly more pleasant for the workmen, and in every way more satisfactory to all. —[Miners' Journal.]

The Rapid Transit Commission recently appointed by the Mayor to lay out routes for rapid transit roads, met on the 14th inst. and organized by electing William Osborne, President, N. Comstock, Secretary, and H. W. Hunt, Treasurer. After suitable rooms are secured by the commission, daily sessions will be held.

The earnings of the Chesapeake and Ohio Railway for May, 1880, were \$196,550, against \$178,824 for May, 1879; for five months ended May 31, they were \$1,041,888 against \$864,353 in 1879, or an increase of \$377,535.

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